

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Town of Potomac

other names/site number DHR File No. 100-136

2. Location Roughly bounded by Commonwealth Ave, Rte. 1, E. Bellefonte Ave., & Ashby Ave

street & number

N/A ☐ not for publication

city, town Alexandria

N/A ☐ vicinity

state Virginia

code VA

county Alexandria (city) code 510

zip code 22301, 22305

3. Classification

Ownership of Property

☒ private☒ public-local☐ public-State☐ public-Federal

Category of Property

☐ building(s)☒ district☐ site☐ structure☐ object

Number of Resources within Property

Contributing

690

Noncontributing

279

buildings

sites

structures

objects

Total

Name of related multiple property listing:

N/A

Number of contributing resources previously
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Director, VA Department of Historic Resources

Date

8/3/92

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☒ entered in the National Register.☐ See continuation sheet.☐ determined eligible for the National Register. ☐ See continuation sheet.☐ determined not eligible for the National Register.☐ removed from the National Register.☐ other, (explain):Entered in the
National Register

Deborah Byers

9/10/92

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

DOMESTIC: single dwelling

DOMESTIC: multiple dwelling

COMMERCE: specialty store

COMMERCE: financial institution

See continuation sheet

Current Functions (enter categories from instructions)

DOMESTIC: single dwelling

DOMESTIC: multiple dwelling

COMMERCE: specialty store

COMMERCE: financial institution

7. Description

Architectural Classification

(enter categories from instructions)

QUEEN ANNE

COLONIAL REVIVAL

BUNGALOW/CRAFTSMAN

See continuation sheet.

Materials (enter categories from instructions)

foundation BRICK

walls WOOD: Weatherboard

SHINGLE

roof METAL: tin

other ASPHALT

See continuation sheet.

Describe present and historic physical appearance.

SUMMARY DESCRIPTION

The Town of Potomac Historic District is located within the corporate limits of the city of Alexandria, Virginia. St. Elmo and Del Ray, two subdivisions platted in 1894 by Wood and Harmon, developers from Ohio, joined together in 1908 as the incorporated town of Potomac in order to better provide municipal services to the residents. At that time the town boundaries included vacant land and the site of a former notorious race track which would be developed as Del Ray Section II (1911), Hume (1921), Mt. Vernon (1921), Abingdon (1922), Oakville (1925) and Waverly Taylor (1942). Residents of the town commuted on the railroad and electric rail to Washington, D.C., where many worked for the Federal government, and to Alexandria. Many also walked to work at the Potomac Yards, a major railroad switching facility located across the Washington-Alexandria Turnpike (now Route 1) from the town. The town of Potomac flourished until it was annexed by the city of Alexandria in 1930.

The Town of Potomac Historic District includes most of the former town of Potomac (the subdivisions of Del Ray, Del Ray II, St. Elmo, Abingdon, Hume and parts of Mt. Vernon) which retain a large concentration of residential architecture from the 1890s through 1941. Residential styles represented include predominantly Foursquares, Bungalows and Colonial Revival buildings, as well as Folk Victorian, modified Queen Anne, Tudor Revival and two Mediterranean Revival buildings. Five blocks on Mount Vernon Avenue, where commercial buildings are now concentrated, include examples of Art Deco and Moderne as well as many vernacular two-story brick commercial buildings built with apartments above stores. Most of these date from the 1920s. Two churches (one of which was mail ordered) and the 1920s parish house of another represent religious themes in the town's development. The town's combined Fire Station and Town Hall, built in 1926 to consolidate municipal functions and provide a meeting hall for social gatherings, represents civic and social history.

ANALYSIS OF ARCHITECTURE AND TOWN PLANNING

The original grid layout of St. Elmo and of Del Ray included long blocks stretching east-west to maximize ease of access to the Washington-Alexandria Turnpike (now Route 1) and the Washington-Old Dominion Railroad which paralleled the turnpike. Both these corridors connected Alexandria and Washington, D.C., and defined the eastern border of the two subdivisions. The east-west orientation of the blocks also offered easy access to the Washington, Alexandria and Mount Vernon Electric Railroad, built along the western border of the two subdivisions between 1892 and 1904. Advertising by the

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

POLITICS/GOVERNMENT

TRANSPORTATION

SOCIAL HISTORY

Period of Significance

1894-1941

Significant Dates

1894

1908

1930

Cultural Affiliation

N/A

Significant Person

Architect/Builder

Drischler, Francis - Architect

Raymond, Newman H. - architect/builder

Glassman, Jacob - builder (See continuation sheet)

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

STATEMENT OF SIGNIFICANCE

The Town of Potomac Historic District, in Alexandria, Virginia, is eligible for listing in the National Register of Historic Places under Criteria A and C. The district is significant as an example of a late-nineteenth and early-twentieth-century suburban development. The story of Potomac also illustrates the power of civic reform movements at the end of the nineteenth and beginning of the twentieth century and serves as an illustration of trends in government.

Potomac exemplifies suburban growth based on transportation developments in the latter part of the 19th century. It was a planned community located to take advantage of the railroad and trolley lines for commuting to work for the growing federal government. The Potomac Yards, a major railroad switching facility, provided employment for nearly a third of the citizens of Potomac, illustrating another aspect of the economic importance of transportation.

The district is significant under Criterion C both for its architecture and for its urban plan. The grid plan and setback conditions of the original subdivisions are still retained almost intact, and exemplify the patterns of subdivision development of their era. The provision of a wider thoroughfare, Mount Vernon Avenue, for grand houses, rather than as a commercial center, is an interesting reminder of earlier planning ideas. The proposed Town of Potomac Historic District includes excellent examples of a large variety of late-nineteenth- and early-twentieth century domestic styles as well as commercial, ecclesiastical and civic architecture. While many people built their own houses, the work of numerous local builders and architects is identifiable. Several houses and a Gold Bond Portable Chapel illustrate the commercial phenomenon of mail order buildings.

☒ See continuation sheet

9. Major Bibliographical References

Please see continuation sheet.

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67)
has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings
Survey # _____
- ☐ recorded by Historic American Engineering
Record # _____

☒ See continuation sheet

Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository:

Virginia Department of Historic Resources
221 Governor Street, Richmond, VA 232

10. Geographical Data

Acreage of property 184

UTM References

A 18 3211620 4300080
Zone Easting Northing

C 18 3211560 4299740

B 18 3211860 4299840
Zone Easting Northing

D 18 3211960 4299240

☒ See continuation sheet

Verbal Boundary Description

☒ See continuation sheet

Boundary Justification

☒ See continuation sheet

11. Form Prepared By

name/title Susan Escherich, Research Associate

organization Virginia Polytechnic Institute

street & number 1308 Natassins Road

city or town Alexandria,

date 8/9/91

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6. HISTORIC FUNCTIONS - continued

DOMESTIC: secondary structure
SOCIAL: meeting hall
GOVERNMENT: town hall
GOVERNMENT: fire station
GOVERNMENT: post office
RELIGION: church
RECREATION: theatre
RECREATION: race track

CURRENT FUNCTIONS - continued

DOMESTIC: secondary structure
SOCIAL: meeting hall
GOVERNMENT: fire station
GOVERNMENT: post office
RELIGION: church
COMMERCE: office building

7. ARCHITECTURAL CLASSIFICATION - continued

Tudor Revival
Mediterranean Revival
Moderne
Art Deco

OTHER: Folk Victorian

MATERIALS - continued

FOUNDATION: OTHER: concrete block
WALLS: BRICK
STUCCO
ASBESTOS
METAL: aluminum
SYNTHETICS: vinyl
bricktex
OTHER: Carrara glass

8. ARCHITECT/BUILDER

Horton, Fred W. - Builder
Manning, M.J. - Builder
Burroughs, W.W. - Builder
Poladian, J. H. - Builder
Shull, R.B. - Builder
Benson, F. J. - builder
Saulsbury, P.A. - architect, builder
Rust, R.N. - builder
Harrigan - architect
Innamorato, Vito - builder
Namaker, Kent - architect
Jordan, S. P. - architect
Oppenheimer, Benjamin - architect
Bayliss, D.E. - builder
Russell, J.A. - architect
Melby, John A. - architect
Varney, E.L. - builder
Kelley, D. Stafford - architect

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developers stressed the ease of commuting, even offering one year's worth of free commuting tickets to one member of each family building a new house and residing at St. Elmo by November 1, 1894. Early commercial activities were located on these long streets stretching from the electric railway to the turnpike and the train in order to be convenient to commuters.

Mount Vernon Avenue, zoned commercial today, was laid out wider than the rest of the streets in St. Elmo and Del Ray, and was the location of some of the larger houses built by prominent citizens such as the banker, John Harding, at 2001 Mount Vernon Avenue, and the physician and mayor, Robert Yates, who lived at 2006 Mount Vernon Avenue. The provision of a wider thoroughfare for more elegant homes was a pattern followed by Wood and Harmon in later subdivisions (they had laid out over 106 subdivisions adjacent to east coast cities by 1906.) Mount Vernon Avenue, laid out and named after tentative routes for the National Road to George Washington's estate had been surveyed in the vicinity of the subdivision to be, may have been oriented and widened in an effort to draw upon the cachet of association with this enterprise. Today Mount Vernon Avenue connects with Alexandria and Washington, D.C. via the Metro stop at Braddock Road.

Wood and Harmon also attempted to protect the aesthetic and moral quality of life in their development by planting street trees, grading streets, and providing sidewalks (though these were two boards laid side by side until replaced by gravel in 1914). Clauses requiring setbacks of all buildings fifteen feet from the street were inserted into all deeds, and noxious activities such as slaughter houses and drinking saloons were forbidden.

Examples of architectural styles represented in Potomac include pre-1900 dwellings that tend to be derivations of the Queen Anne style with turrets and wraparound porches. Surviving examples include 12 East Oxford Avenue, 311 East Howell Avenue, 418 East Howell Avenue, and 408 E. Clifford Avenue. A second major group of pre-1900 houses, both substantial and small, with Victorian

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detailing on lintels, two-over-two-sash windows, and full front porches, includes the substantial stuccoed house at 500 East Howell. These houses usually have standing seam or pressed metal roofs; the house at 210 East Howell Avenue has dramatic cresting along the ridge lines. The smaller cottages at 216 East Oxford and 28 East Howell avenues, as well as the fanciful two-story houses at 20 and 22 East Windsor Avenue, are decorated with imbricated shingles. An 1895 town house may be seen at 201 East Windsor Ave.

Many large front-gabled, two-story houses which often had wraparound porches remain from the first two decades of the twentieth century. Examples may be seen at 9 East Oxford Avenue and 408 East Clifford Avenue.

Another popular style from the turn of the century was Folk Victorian. Dwellings illustrating that style usually feature front gables, large front porches, and spindle trim. Notable examples in Potomac include the houses at 302 La Verne Avenue, 100 East Bellefonte Avenue, and 301 Hume Avenue.

Many foursquares give a solid established look to the streetscape. Largely built between 1905 and 1920, they are scattered throughout Del Ray sections I and II, St. Elmo, and Hume. A foursquare of concrete block with its composition roof shingles laid diagonally in the French method may be seen at 404 East Windsor Avenue. A substantial brick foursquare stands at 403 East Custis Avenue.

Two unique single-family houses in Del Ray built before 1915 include the one-and-one-half-story Craftsman-derived dwelling sheathed with vertical board and batten at 501 East Custis Avenue, and the two-story clipped-gable house at 9 East Del Ray. Another unique structure is the apartment house at 211 Raymond Avenue which has a crenelated parapet.

In Potomac there are many duplex houses, including six built before 1915 (504-506 Bellefonte, 405-407 East Howell, 311-311A Custis, 17-19 East Del Ray, 103-105 East Del Ray, and 315-317 East Del Ray).

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The houses at 17-19 East Del Ray and 315-317 East Del Ray appear to have the same plan, and were both apparently built by the Potomac Improvement Company, which was chartered in 1907.

The 1920s, when the old St. Asaph's Race Track site was opened to development as Abingdon, saw a predominance of bungalows of one to one-and-one-half stories in height. These, like the earlier four-squares and Queen Anne-style dwellings, promoted neighborliness with large front porches. There is an almost unbroken concentration of houses exhibiting the bungalow style in the Abingdon area (Randolph, Stewart, Terrett, Burke, the 2500-2600 blocks of DeWitt, and the 2400-2600 blocks of Leslie in addition to many examples scattered throughout Del Ray, St. Elmo, and Hume).

The rate of building increased again after the Great Depression. By this time, several builders were active in Potomac, offering standard house plans that could be flipped or embellished with different door surrounds or variations on gable or porch styles. Newman H. Raymond, trading under the name Newesta, was one of the most prolific architect/builders. Many Newesta houses, both single-family and two-family, one- and two-story, can be identified by a distinctive stick treatment under the gables that usually face the street. Examples include three single-family houses in the 200 block of East Howell and a row of two-family houses in the 200 block of East Bellefonte Ave. "Old Man Newman", as today's long-time residents knew him, also built in Abingdon.

Other builders active in Potomac included B.B. Ezrine, Jacob Glassman, John Rust, F.W. Horton and A.P. Clarke Jr., who were builder/architects. Other architects whose work may be found in Potomac included Francis Drischler, Glen Rae, Lewis A. Moss and Kent Hamaker of the District of Columbia, and J.L. Santmeyer.

Pre-cut homes from Sears and Roebuck Co. were built in Potomac. The tiny single-story house at 400 East Windsor, built in 1920, and the house at 301 Del Ray Avenue are two little-altered remaining examples that can be documented. Many others in Potomac are very similar to houses offered by Sears and other popular mail-order houses of the day. A company called Standard Homes Co. of Washington D.C. provided plans which were then constructed by local builders. Two of these houses built in 1936 at 303 and also at 305 East Windsor Ave were known as the "Special Williamsburg Model", reflecting the interest in the revival of "colonial" architecture.

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Many examples of large, elegant Colonial Revival houses also remain in Potomac. Among the most notable are those located along Commonwealth Avenue, as well as the houses at 3 East Oxford Avenue and 217 East Windsor Avenue. A late variation includes a few houses with wall dormers and attached garages that were built in the 1940s. One of these is located at 107 Raymond Avenue, and another at 504 East Howell Avenue.

Variations in small houses in the historic district include Mediterranean Revival and Tudor Revival styles. Both examples of the Mediterranean Revival style in Potomac are in Abingdon: one at 2504 Terrett Avenue and the other at 2508 DeWitt Avenue.

Tudor Revival influence may be seen at 9 and 111 East Custis Avenue, and at 303 East Oxford Avenue. The house at 9 East Custis, for example, has curved corner buttresses as well as a steeply gabled entry pavilion with stones outlining the arched door, and a prominent chimney protruding from the front slope of the roof.

By the late 1930s, the majority of houses were designed without the large front porches that so distinguished earlier Potomac architecture. Most of these houses had a low flight of steps with iron handrails leading to the front door, which might be protected by a small hood. Many of these small houses were of the style known popularly now as "Cape Cod", though in their day they were advertised as "bungalows". Two-story houses in brick, sporting gabled dormers and sometimes side porches surmounted with balustrades, reflected the continuing interest in the Colonial Revival style.

Many tiny garages were also built in the 1930s as more and more people acquired automobiles. They usually were located at the back of the deep lots and serve as reminders of the Model A era.

The commercial architecture from the 1920s and 1930s that clustered along Mount Vernon Avenue is predominantly two-story structures, with shops below and apartments above. These buildings tend to be brick with flat roofs behind parapets or cornices and decorative brickwork. Examples of this pattern include the buildings at 2005-2009 Mt. Vernon Avenue (Pia's Fashions and Roof Top Chimney Sweep), 2018 Mt. Vernon Avenue (the former Bank of Del Ray), 2109 Mt. Vernon Avenue (Halal Market), and 2400 Mt. Vernon Avenue (now the

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Masonic lodge), the 1938 building at 2000 Mt. Vernon Avenue (the Snuggery and Mount Vernon Supermarket), and the Moderne Air Pac building built in 1941.

The two-part building in the 2600 block of Mount Vernon Avenue continues the pattern of stores on the first floor and apartments above. It is unusual for its false gable roof with Spanish tiles and finials at either end. One of the four stores on the ground floor, at 2605 Mt. Vernon Avenue, has a black Carrara glass and glass block entryway.

The Art Deco building at 2423-2429 Mt. Vernon Avenue with its exaggerated pilasters was the work of the prominent developer J. H. Poladian. The building at 2413-2417 Mt. Vernon Avenue, which is in the same style, is a reconstruction of an earlier building by Poladian that housed a bowling alley, apartments and stores. It was burned to the ground in 1945 in one of the worst fires in the history of Alexandria. The building at 2401 Mt. Vernon Avenue, formerly a bank and now vacant, is one of the most unique buildings on the Avenue. It is divided horizontally with the lower section extending two-thirds of the height of the building, and containing exaggerated arched windows. An apartment is located in the top one-third of the building above a string course. It has rectangular windows. The building is finished with a heavy cornice.

G. T. Santmeyer's 1935 apartment building is located at 2103-2105 Mt. Vernon Avenue. A three-and-one-half-story apartment building in the 2700 block of Mt. Vernon, the Del Ray Apartments, was built in 1941.

The modest single-story shop at 2403 Mt. Vernon (Cotton's TV) appears to be one of the only remaining structures in the historic district that was built solely for commercial purposes on Mt. Vernon Avenue before 1940.

Commercial buildings also remain along the Washington-Alexandria Turnpike, including today's veterinary hospital at 520 Mt. Ida, which was built as a warehouse with apartments above, and a commercial building at 416 Hume Avenue that was built in 1929. The building at 417 Hume Avenue was built as a combined grocery store and dwelling, as was the fanciful building at 201 Hume, Gibson's Korner, which has some highly ornamental brickwork. The grocer lives upstairs in an airy flat.

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While the buildings in Potomac that were associated with the Washington and Old Dominion Railroad no longer stand, the right-of-way, which bisects the town of Potomac between St. Elmo and Abingdon, has been turned into a linear park. One of the concrete piers which supported the tracks over the Washington-Alexandria Turnpike (today's Jefferson Davis Highway, Route 1) still stands. Among the town's most distinguished buildings is the combined Fire Station and Town Hall that was designed by Francis Drischler, a local architect, in 1926. It retains its pressed tin ceiling and the auditorium on the second floor, as well as the "holding cell" for disorderly citizens in the bottom of the hose tower. The legend "Potomac Fire Department" over the engine bays is the only concrete reminder that the town existed.

The church at 2701 DeWitt Avenue is a Gold Bond Portable Chapel, shipped "complete with your choice of windows" from Saginaw, Michigan. This church came in panels and was assembled on its foundation in just one day. The ceiling trusses are exposed in the chapel, which is in almost pristine condition. The Abundant Life Church with its Gothic tower and pointed arch windows, was formerly the Del Ray Baptist Church and dates from 1933. The parish house of the Del Ray Methodist Church was built in 1923 (The original Methodist church has been replaced.) The churches of Potomac, along with the community center over the Fire Department, provided gathering places for many social and philanthropic groups.

The historic district has evolved over time. Major changes include the uprooting of the electric rail tracks on Commonwealth Avenue and the removal of the railroad tracks between St. Elmo and Abingdon. The right-of-way of the railroad has been turned into a linear park, thus preserving the spatial relationships of the buildings and commemorating the railroad which had such a great influence on the community. During the 1920s, infill on Mount Vernon Avenue was mixed commercial and residential in nature; in the 1930s, it began to be strictly commercial, as it is today. Many older houses remain on the avenue, but they are largely converted to retail or office use.

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While changes have occurred in the area of the Town of Potomac through its history, it still retains much of the ambience of its heyday. Most of the original residential sections are intact, retaining the houses and the open streetscapes with large trees, big backyards and 15-foot setbacks. Buildings which were important to the towns history remain, including its churches, many early commercial buildings, and most important of all, the Potomac Fire Department and Town Hall.

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(100-136-)

TOWN OF POTOMAC HISTORIC DISTRICT INVENTORY

Note: all resources are dwellings unless otherwise noted.

<u>ADDRESS</u>	<u>RESOURCE</u>	<u>STATUS</u>
<u>ASHBY AVENUE</u>		
-25 205 ASHBY ST	Colonial Revival, Frame, 1938	Contributing
-26 207 ASHBY ST	Tudor Revival, Frame, 1936, Johannes, Arch., Fred. W. Horton Bldr.	Contributing
-27 209 ASHBY ST	Modified Queen Anne, Frame, c. 1916	Contributing
-28 211 ASHBY ST	Bungalow, Frame, Side gable, c. 1922	Contributing
-29 213 ASHBY ST	Bungalow, Frame, Side gable, c. 1916	Contributing
-30 301 ASHBY ST	Bungalow, Frame, Side gable, c. 1925	Contributing
-31 303-305 ASHBY ST	Side gable, brick duplex	Noncontributing
-32 309 ASHBY ST	One-story, cross-gable	Noncontributing
-33 311 ASHBY ST	Bungalow, Frame, Front gable, 1938	Contributing
-34 313 ASHBY ST	Front-gable, brick, 1940s B.K. Creel, owner/builder	Contributing
-35 315 ASHBY ST	Front-gable, brick, 1940s	Noncontributing
-36 317 ASHBY ST	1-story, front gable, vernac., 1940 M.J. Manning owner/builder	Contributing
-37 319 ASHBY ST	Bungalow, Cinder block, 1939 M.J. Manning, owner/builder	Contributing
-38 321 ASHBY ST	Colonial Revival, Cinder block, 1938 J.C. Jacobsen owner/arch. W.W. Burroughs, builder	Contributing

EAST BELLEFONTE AVENUE

-39 4 E BELLEFONTE AV	Colonial Revival, Frame, c. 1920	Contributing
40 6-6A E BELLEFONTE AV	Colonial Revival, Brick, 1939	Contributing
41 8 E BELLEFONTE AV	Colonial Revival, Frame, c. 1920	Contributing
42 10-10A E BELLEFONTE AV	Brick, Front gable duplex	Noncontributing
43 14 E BELLEFONTE AV	Foursquare, Frame, c. 1920	Contributing
44 16 E BELLEFONTE AV	Colonial Revival, Frame, c. 1920	Contributing
45 18 E BELLEFONTE AV	Foursquare, Frame, c. 1920	Contributing
46 20 E BELLEFONTE AV	Foursquare, Frame, 1923	Contributing
47 22 E BELLEFONTE AV	Dutch Colonial Revival, c. 1920	Contributing
48 24 E BELLEFONTE AV	Foursquare, Frame, c. 1920	Contributing
49 26 E BELLEFONTE AV	Foursquare, Frame, 1923	Contributing
50 28 E BELLEFONTE AV	Foursquare, Frame, c. 1925	Contributing

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51	32 E BELLEFONTE AV	Modified Queen Anne, Frame, c.1907	Contributing
52	100 E BELLEFONTE AV	Folk Victorian, Frame, 1907	Contributing
53	102 E BELLEFONTE AV	Folk Victorian, Frame, c. 1910	Contributing
54	104 E BELLEFONTE AV	Bungalow, Frame, Side gable, 1929	Contributing
55	106 E BELLEFONTE AV	Bungalow, Frame Cross gable c.1925	Contributing
56	108 E BELLEFONTE AV	Tudor Revival, Frame, 1935 J. H. Poladian, owner/builder	Contributing
57	110 E BELLEFONTE AV	Colonial Revival, Frame, c. 1939	Contributing
58	112 E BELLEFONTE AV	Colonial Revival, Brick, 1938	Contributing
59	114 E BELLEFONTE AV	Vernacular Row House, Brick, 1931 P.A.Saulsbury, arch., V. Kramer bldr.	Contributing
60	116 E BELLEFONTE AV	Vernacular Row House, Brick, 1931 P.A.Saulsbury, arch., V. Kramer bldr.	Contributing
61	204 E BELLEFONTE AV	Brick Rowhouse, cross gable, 1980s	Noncontributing
62	204A E BELLEFONTE AV	Brick Rowhouse, cross gable, 1980s	Noncontributing
63	206-206A E BELLEFONTE AV	Hipped Roof Brick Duplex, 1940s	Noncontributing
64	208-208A E BELLEFONTE AV	Hipped Roof Brick Duplex, 1940s	Noncontributing
65	210 E BELLEFONTE AV	Craftsman, Frame, 1933 Newman H. Raymond, arch/builder	Contributing
66	212 E BELLEFONTE AV	Craftsman, Frame, 1933 Newman H. Raymond, arch/builder	Contributing
67	214 E BELLEFONTE AV	Craftsman, Frame, 1933 Newman H. Raymond, arch/builder	Contributing
68	216 E BELLEFONTE AV	Craftsman, Frame, c. 1933 Newman H. Raymond, arch/builder	Contributing
69	220 E BELLEFONTE AV	Modified Queen Anne, Frame, c 1908	Contributing
70	300 E BELLEFONTE AV	Dutch Colonial Revival, c. 1920	Contributing
71	302 E BELLEFONTE AV	Foursquare, Frame, 1924	Contributing
72	304 E BELLEFONTE AV	Craftsman, Frame, 1938	Contributing
73	306 E BELLEFONTE AV	Bungalow, Frame, Cross gable, 1930	Contributing
74	308 E BELLEFONTE AV	Colonial Revival, Cinder block 1935 Carroll F. Morrison	Contributing
75	310 E BELLEFONTE AV	Modified Queen Anne, Frame, 1895	Contributing
76	310A E BELLEFONTE AV	One-story, front gable, brick	Noncontributing
77	312 E BELLEFONTE AV	Colonial Revival, Cinder Block 1936	Contributing
78	316-318 E BELLEFONTE AV	Side gable, Brick Duplex, 1940s	Noncontributing
79	320 E BELLEFONTE AV	Bungalow, Frame, Front gable, c.1930	Contributing
80	400 E BELLEFONTE AV	Colonial Revival, Frame, 1939	Contributing
81	402 E BELLEFONTE AV	Colonial Revival, Cinder block, 1941 Harold Tinkle owner/bldr	Contributing
82	404 E BELLEFONTE AV	Colonial Revival, Frame, 1939 Harold Tinkle owner/bldr	Contributing
83	408 E BELLEFONTE AV	Colonial Revival, Cinder block, 1935	

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83	410 E BELLEFONTE AV	J.E. Martin architect/builder Bungalow, Frame, Front gable, 1935	Contributing
84	412 E BELLEFONTE AV	Newman H. Raymond, arch/builder Colonial Revival, Cinder block, 1937	Contributing
85	414-416 E BELLEFONTE AV	R.B. Shull, builder Flat-roofed, Brick Duplex	Contributing
86	418 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
87	420 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
88	422 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
89	424 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
90	426 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
91	428 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
92	430 E BELLEFONTE AV	Brick Row House, Flat Roof, c.1940s	Noncontributing
93	500-500A E BELLEFONTE AV	Brick, Side gable Duplex	Noncontributing
94	502-502A E BELLEFONTE AV	Brick, hipped roof Duplex	Noncontributing
95	504 E BELLEFONTE AV	Colonial Revival, Frame, c. 1908	Contributing
96	506 E BELLEFONTE AV	Colonial Revival, Frame, c. 1908	Contributing
97	510-510A E BELLEFONTE AV	Brick Flat roofed Duplex	Noncontributing
98	512-512A E BELLEFONTE AV	Brick Flat roofed Duplex	Noncontributing
99	514 E BELLEFONTE AV	Bungalow, Frame, Front gable, 1924	Contributing
100	516 E BELLEFONTE AV	Colonial Revival, Frame, 1939 W.L. Jarvins	Contributing

BURKE AVENUE

101	2300 BURKE AV	Brick Church, Front Gable	Noncontributing
102	2301 BURKE AV	Bungalow, Cinder block, 1940 Kerrigan, Arch. M.J. Manning Bldr.	Contributing
103	2302 BURKE AV	Colonial Revival, Cinder block, 1936	Contributing
104	2303-2303A BURKE AV	Side Gable, Brick Duplex	Noncontributing
105	2304 BURKE AV	Bungalow, Frame, Front gable, 1923	Contributing
106	2305-2305A BURKE AV	Side Gable, Brick Duplex	Noncontributing
107	2307 BURKE AV	Bungalow, Frame, Front gable, c. 1923	Contributing
108	2309-2401 BURKE AV	Side gable, Brick Duplex, c. 1940s	Noncontributing
109	2400 BURKE AV	Bungalow, Frame, Cross gable, c. 1925	Contributing
110	2402 BURKE AV	Bungalow, Brick, Side gable, 1933	Contributing
111	2403 BURKE AV	Bungalow, Frame, Cross gable, c.1930	Contributing
112	2404 BURKE AV	Bungalow, Frame, Cross gable, 1923	Contributing
113	2405 BURKE AV	1.5-story hipped roof vernac. c.1935	Contributing
114	2406-2406A BURKE AV	Hipped roof, Brick Duplex, c.1940s	Noncontributing
115	2408-2408A BURKE AV	Hipped roof, Brick Duplex, c.1940s	Noncontributing
116	2410-2412 BURKE AV	Hipped roof, Brick Duplex, c.1940s	Noncontributing

EAST CLIFFORD AVENUE

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-117	117 E CLIFFORD AV	Foursquare, Frame, c. 1920	Contributing
118	119 E CLIFFORD AV	Foursquare, Frame, c. 1920	Contributing
119	121 E CLIFFORD AV	Foursquare, Frame, c. 1920	Contributing
120	123 E CLIFFORD AV	Colonial Revival, Frame, c. 1920	Contributing
121	125 E CLIFFORD AV	2-story, Front gable vernac. c. 1920	Contributing
122	200-200A E CLIFFORD AV	Side gable, Brick Duplex	Noncontributing
123	201 E CLIFFORD AV	Dutch Colonial Revival, Frame, 1933	Contributing
124	202 E CLIFFORD AV	Front gable Bungalow, c. 1940s	Noncontributing
125	204 E CLIFFORD AV	Bungalow, Frame, Cross gable, c.1936 R.N. Harlow, builder	Contributing
126	205 E CLIFFORD AV	Foursquare, Frame, c. 1910	Contributing
127	206 E CLIFFORD AV	Bungalow, Frame, Front gable, 1933	Contributing
128	207 E CLIFFORD AV	Bungalow, Frame, Side gable, c.1920	Contributing
129	208 E CLIFFORD AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
130	300-300A E CLIFFORD AV	Brick Side gable Duplex, c. 1940s	Noncontributing
131	301 E CLIFFORD AV	Folk Victorian, Frame, c. 1900	Contributing
132	302 E CLIFFORD AV	Foursquare, Frame, 1923	Contributing
133	303 E CLIFFORD AV	Bungalow, Frame, Front gable, 1936	Contributing
134	304 E CLIFFORD AV	Foursquare, Frame, 1923	Contributing
135	306 E CLIFFORD AV	Bungalow, Frame, Side gable, c.1930	Contributing
136	307 E CLIFFORD AV	Foursquare, Brick, c. 1923	Contributing
137	308 E CLIFFORD AV	Folk Victorian, Frame, c. 1920	Contributing
138	310 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
139	310 1/2 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
140	311 E CLIFFORD AV	Bungalow, Brick, Side gable, 1925	Contributing
141	312 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
142	312 1/2 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
143	314 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
144	314 1/2 E CLIFFORD AV	Brick Row House, c. 1940s	Noncontributing
145	315 E CLIFFORD AV	Bungalow, Frame, Hipped roof, c.1924	Contributing
146	317 E CLIFFORD AV	Bungalow, Frame, Side gable, 1930	Contributing
147	318 E CLIFFORD AV	Foursquare, Frame, 1932 Monahan, arch., R.L. Long, builder	Contributing
148	319 E CLIFFORD AV	Colonial Revival, Frame, 1924	Contributing
149	322A-322B E CLIFFORD AV	Frame Side gable Duplex	Noncontributing
150	323 E CLIFFORD AV	Colonial Revival, Frame, 1935 W.W. Burroughs architect/builder	Contributing
151	324 E CLIFFORD AV	Bungalow, Frame, Side gable, c.1925	Contributing
152	325 E CLIFFORD AV	Bungalow, Frame, Hipped roof, 1923	Contributing
153	326 E CLIFFORD AV	Bungalow, Frame, Side gable, c.1925	Contributing
154	327-327A E CLIFFORD AV	Colonial Revival, Frame, 1925	Contributing
155	328 E CLIFFORD AV	Bungalow, Frame, Side gable, c.1925	Contributing
156	329 E CLIFFORD AV	Victorian Row House, Frame, c. 1915	Contributing

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157	329A E CLIFFORD AV	Victorian Row House, Frame, c. 1915	Contributing
158	400 E CLIFFORD AV	Bungalow, Frame, Side gable, 1929	Contributing
159	401 E CLIFFORD AV	Colonial Revival, Cinder block, 1939	Contributing
160	402-402A E CLIFFORD AV	Side gable Duplex, c. 1980s	Noncontributing
161	403-403A E CLIFFORD AV	Brick Side gable Duplex	Noncontributing
162	404 E CLIFFORD AV	Single Family house, c. 1980s	Noncontributing
163	405 E CLIFFORD AV	Folk Victorian, Frame, c. 1920	Contributing
164	406-406 1/2 E CLIFFORD AV	Side Gable Duplex, c. 1980s	Noncontributing
165	407-407A E CLIFFORD AV	Side Gable Duplex, c. 1980s	Noncontributing
166	408 E CLIFFORD AV	Modified Queen Anne, Frame, c. 1895	Contributing
167	409 E CLIFFORD AV	Folk Victorian, Frame, c. 1920	Contributing
168	411 E CLIFFORD AV	Folk Victorian, Frame, c. 1915	Contributing
169	413 E CLIFFORD AV	Folk Victorian, Frame, c. 1915	Contributing

CLYDE AVENUE

169	2406 CLYDE AV	Colonial Revival, Frame, 1920	Contributing
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COMMONWEALTH AVENUE

170	1905 COMMONWEALTH AV	Colonial Revival, Frame, c. 1920	Contributing
171	1907 COMMONWEALTH AV	1920s Colonial Revival - altered	Noncontributing
172	2001 COMMONWEALTH AV	Colonial Revival, Frame, c. 1920	Contributing
173	2003 COMMONWEALTH AV	Foursquare, Frame, c. 1920	Contributing
174	2005 COMMONWEALTH AV	Colonial Revival, Frame, c. 1920	Contributing
175	2007 COMMONWEALTH AV	Foursquare, Frame, c. 1920	Contributing
176	2101 COMMONWEALTH AV	Dutch Colonial Revival, c. 1922	Contributing
177	2103 COMMONWEALTH AV	Foursquare, Frame, c. 1923	Contributing
178	2105 COMMONWEALTH AV	Colonial Revival, Frame, c. 1923	Contributing
179	2107 COMMONWEALTH AV	Frame Rowhouse, 1991	Noncontributing
180	2109 COMMONWEALTH AV	Frame Rowhouse, 1991	Noncontributing

EAST CUSTIS AVENUE

181	1 E CUSTIS AV	Bungalow, Frame, Front gable, c. 1920	Contributing
182	2 E CUSTIS AV	Bungalow, Frame, Side gable, c. 1925	Contributing
183	3-3A E CUSTIS AV	Flat roofed, Brick Duplex	Noncontributing
184	4 E CUSTIS AV	Bungalow, Frame, Side gable, c. 1925	Contributing
185	5-5A E CUSTIS AV	Flat roofed, Brick Duplex	Noncontributing
186	6 E CUSTIS AV	Tudor Revival, Frame, c. 1937	Contributing
187	7 E CUSTIS AV	Colonial Revival, Frame, 1936	Contributing
188	8 E CUSTIS AV	2-story, Front-gable vernacular	c.1925 Contributing
189	9 E CUSTIS AV	Tudor Revival, Frame, c. 1935	Contributing

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190	10-10A E CUSTIS AV	Side gable, Brick Duplex, c.1940s	Noncontributing
191	11 E CUSTIS AV	Colonial Revival apartments, Cinder block, 1938	
		C.W. Gosswell, builder	Contributing
192	12 E CUSTIS AV	Colonial Revival, Cinder block, 1937	
		James W. Wright owner/builder	Contributing
193	14 E CUSTIS AV	Colonial Revival, Frame, c. 1938	Contributing
194	15 E CUSTIS AV	Colonial Revival, Brick, 1937	
		M.H. Barry builder	Contributing
195	18 E CUSTIS AV	Side gable Frame Rowhouse, c.1980s	Noncontributing
196	18A E CUSTIS AV	Side gable Frame Rowhouse, c.1980s	Noncontributing
197	19-19A E CUSTIS AV	Hipped roof Brick Duplex, c. 1940s	Noncontributing
198	21 E CUSTIS AVE	Brick Colonial Revival, c. 1940s	Noncontributing
199	22 E CUSTIS AV	Cross gable vernacular, Frame, c. 1920	Contributing
200	100 E CUSTIS AV	Bungalow, Frame, Front gable, c. 1930	Contributing
201	102 E CUSTIS AV	Bungalow, Frame, Side gable, c. 1930	Contributing
202	104-104A E CUSTIS AV	Side gable Brick Duplex, c. 1940s	Noncontributing
203	105 E CUSTIS AV	Colonial Revival, Brick, 1932	Contributing
204	106 E CUSTIS AV	Colonial Revival, Brick, 1937	
		W.W. Burroughs, builder	Contributing
205	107 E CUSTIS AV	Colonial Revival, Brick, 1932	Contributing
206	108 E CUSTIS AV	Colonial Revival, Brick, 1939	
		R.N. Rust, builder	Contributing
207	109 E CUSTIS AV	Bungalow, Frame, Front gable, c. 1920	Contributing
208	111 E CUSTIS AV	Tudor Revival, Frame, 1936	
		E.L. Varney, builder	Contributing
209	203-203A E CUSTIS AV	One-story Brick Commercial, c.1940s	Noncontributing
210	204-206 E CUSTIS AV	Side gable Duplex	Noncontributing
211	208 E CUSTIS AV	Foursquare, Frame, c. 1930	Contributing
-3	209 E CUSTIS AV	Modified Queen Anne, Frame, c. 1896	Contributing
212	210-210A E CUSTIS AV	Side gable Brick Duplex, c.1940s	Noncontributing
213	211-211A E CUSTIS AV	Front gable Duplex	Noncontributing
214	212-212A E CUSTIS AV	Side gable Brick Duplex, c.1940s	Noncontributing
215	213-213A E CUSTIS AV	Side Gable Brick Duplex, c.1980s	Noncontributing
216	214 E CUSTIS AV	Colonial Revival, Frame, 1933	Contributing
217	215 E CUSTIS AV	Foursquare, Brick, c. 1930	Contributing
218	216 E CUSTIS AV	Bungalow, Frame, Front gable, c. 1935	Contributing
219	217 E CUSTIS AV	Bungalow, Brick, Hipped, c. 1932	Contributing
220	218 E CUSTIS AV	Bungalow, Frame, Front gable, 1923	Contributing
221	219 E CUSTIS AV	Colonial Revival, Frame, 1932 Luther St. Nelson, arch.; W.W. Burroughs, builder	Contributing
222	220 E CUSTIS AV	Bungalow, Frame, Front gable, c.1925	Contributing
223	222 E CUSTIS AV	Bungalow, Frame, Side gable, 1937	
		Benjamin Oppenheim, architect	Contributing

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224	300 E CUSTIS AV	Side gable vernacular, c. 1940s	Noncontributing
225	301 E CUSTIS AV	Bungalow, Frame, Front gable, c. 1925	Contributing
226	302-302A E CUSTIS AV	Side gable, Frame Duplex c. 1940s	Noncontributing
227	303 E CUSTIS AV	Colonial Revival, Cinder block, c. 1939 J. Bryant Smith owner/builder	Contributing
228	304 E CUSTIS AV	Colonial Revival, Frame, c. 1910	Contributing
229	305 E CUSTIS AV	Foursquare, Frame, c. 1910	Contributing
230	306 E CUSTIS AV	Colonial Revival, Frame, c. 1925	Contributing
231	307 E CUSTIS AV	Bungalow, Frame, Hipped roof, c. 1915	Contributing
232	308 E CUSTIS AV	Side gable vernacular house, c.	Noncontributing
233	309 E CUSTIS AV	Bungalow, Frame, Side gable, 1923	Contributing
234	311-313 E CUSTIS AV	Foursquare, Frame, c. 1910	Contributing
235	312-312A E CUSTIS AVE	Side gable, Brick Duplex, c. 1940s	Noncontributing
236	314-314A E CUSTIS AV	Side gable, Brick Duplex, c. 1940s	Noncontributing
237	315-315A E CUSTIS AV	Side gable, Brick Duplex, c. 1940s	Noncontributing
238	316 E CUSTIS AV	Bungalow, Frame, Front gable, 1923	Contributing
239	317-317 1/2 E CUSTIS AV	Flat roofed Brick Duplex	Noncontributing
240	318-320 E CUSTIS AV	Flat roofed Brick Duplex	Noncontributing
241	319 E CUSTIS AV	Modified Queen Anne, Frame, 1903	Contributing
242	321 E CUSTIS AV	Foursquare, Frame, c. 1910	Contributing
243	400 E CUSTIS AV	Bungalow, Frame, Hipped, c. 1925	Contributing
244	401 E CUSTIS AV	Colonial Revival, Brick	Noncontributing
245	402 E CUSTIS AV	Colonial Revival, Cinder block, c. 1937 R.B. Shull, Co. builder	Contributing
246	403 E CUSTIS AV	Foursquare, Brick, c. 1920	Contributing
247	404 E CUSTIS AV	Colonial Revival, Cinder block, 1941	Contributing
248	405-407 E CUSTIS AV	One-story Brick Duplex	Noncontributing
249	408-408A E CUSTIS AV	Colonial Revival, Cinder block, 1941	Contributing
24	409 E CUSTIS AV	Folk Victorian, Frame, stucco, c. 1895	Contributing
250	410-410 A E CUSTIS AV	Colonial Revival, Cinder block, 1941	Contributing
251	411 E CUSTIS AV	Front gable vernacular, Frame, c. 1925 T.J. Fannon, owner/builder	Contributing
252	412-414 E CUSTIS AV	Brick Side gable Duplex	Noncontributing
253	413 E CUSTIS AV	Bungalow, Frame, Side Gable, c. 1925	Noncontributing
254	415 E CUSTIS AV	Tudor Revival, Cinder block, 1941	Contributing
255	416 E CUSTIS AV	Dutch Colonial Revival, Frame, c. 1930	Contributing
256	417 E CUSTIS AV	Colonial Revival, c. 1950s	Noncontributing
257	418-420 E CUSTIS AV	Front gable Duplex	Noncontributing
258	421 E CUSTIS AVE	Brick Bungalow, c. 1940s	Noncontributing
259	422 E CUSTIS AVE	Folk Victorian, Frame, c. 1922	Contributing
260	501 E CUSTIS AVE	Craftsman, Frame, c. 1904	Contributing
261	503 E CUSTIS AVE	Side gable Rowhouse	Noncontributing
262	504 E CUSTIS AVE	Flat Roof Rowhouse, c. 1940s	Noncontributing

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263	505 E CUSTIS AVE	Side gable Rowhouse	Noncontributing
264	506 E CUSTIS AV	Flat Roof Rowhouse, c. 1940s	Noncontributing
265	507-509 E CUSTIS AV	Side gable Brick Duplex, c. 1940s	Noncontributing
266	508-508A E CUSTIS AV	Folk Victorian Row House, c. 1910	Contributing
267	510 E CUSTIS AV	Folk Victorian Row House, c. 1910	Contributing
268	511 E CUSTIS AV	Bungalow, Frame, Front gable, 1936 "stock plan"; F.J. Benson, builder	Contributing
269	512 E CUSTIS AV	Colonial Revival, Cinder block, c.1938	Contributing
270	513 E CUSTIS AV	Modified Queen Anne, Frame, 1908	Contributing
-5	515 E CUSTIS AV	Colonial Revival, Frame, c. 1895	Contributing
271	517 E CUSTIS AV	Brick Rowhouse	Noncontributing
272	517-A E CUSTIS AV	Brick Rowhouse	Noncontributing
273	519 E CUSTIS AV	Brick Rowhouse	Noncontributing
274	519-A E CUSTIS AV	Brick Rowhouse	Noncontributing
275	521A-B E CUSTIS AV	Side gable Duplex, c. 1980s	Noncontributing

EAST DEL RAY AVENUE

-276	9 E DEL RAY AV	Clipped roof, 2-story Col. Rev., c.1910	Contributing
277	12 E DEL RAY AV	Bungalow, Frame, Front gable, c. 1920	Contributing
278	13 E DEL RAY AV	Colonial Revival, Brick, 1940 Smith Brothers, Builders	Contributing
279	15 E DEL RAY AV	Brick Side gable Rowhouse, c.1980s	Noncontributing
280	15A E DEL RAY AV	Brick Side gable Rowhouse, c.1980s	Noncontributing
281	16 E DEL RAY AV	Colonial Revival, Frame, 1910	Contributing
282	17-19 E DEL RAY AV	Foursquare, Frame, c. 1910	Contributing
283	18 E DEL RAY AV	Bungalow, Frame, Front gable, 1925	Contributing
284	20 E DEL RAY AV	Foursquare, Frame, 1911	Contributing
285	21-23 E DEL RAY AV	Brick Flat roof Duplex	Noncontributing
286	100 E DEL RAY AV	Foursquare, Frame, c. 1920	Contributing
-6	101 E DEL RAY AV	Italianate Row House, Frame, c. 1896	Contributing
287	102 E DEL RAY AV	Folk Victorian, Frame, c. 1920	Contributing
288	103 E DEL RAY AV	Modified Victorian Row House, c.1910	Contributing
289	104 E DEL RAY AV	Bungalow, Frame, Front gable, c. 1920	Contributing
290	105 E DEL RAY AV	Modified Victorian Row House, c.1910	Contributing
291	106 E DEL RAY AV	Bungalow, Frame, Front gable, c.1920	Contributing
292	107-107A E DEL RAY AV	Brick Flat roof Duplex	Noncontributing
293	108 E DEL RAY	Bungalow, 1991	Noncontributing
294	109 E DEL RAY AV	Foursquare, Frame, c. 1910	Contributing
295	110 E DEL RAY AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
296	111 E DEL RAY AV	Foursquare, Brick, 1932 P.A. Saulsbury, architect/builder	Contributing

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297	113 E DEL RAY AV	Foursquare, Brick, 1932	
298	204 E DEL RAY AV	P.A. Saulsbury, architect/builder	Contributing
299	206 E DEL RAY AV	Gothic Revival Brick Church, 1933	Contributing
300	208 E DEL RAY AV	Foursquare, Brick, c. 1925	Contributing
301	209 E DEL RAY AV	Vernacular cross gable c. 1920	Contributing
302	210 E DEL RAY AV	Foursquare, Frame, c. 1930	Contributing
303	211 E DEL RAY AV	Bungalow, Frame, c. 1920	Contributing
304	213 E DEL RAY AV	Modified Folk Victorian, c. 1915	Contributing
305	214 E DEL RAY AV	Vernacular Frame side gable, c. 1925	Contributing
306	215 E DEL RAY AV	Foursquare, Frame, c. 1910	Contributing
307	216 E DEL RAY AV	Bungalow, Frame, Front gable, c. 1920	Contributing
308	217 E DEL RAY AV	Foursquare, Frame, c. 1920	Contributing
309	218 E DEL RAY AV	Bungalow, Frame, Hipped roof, c. 1920	Contributing
310	219-221 E DEL RAY AV	Foursquare, Frame, c. 1920	Contributing
311	220 E DEL RAY AV	Side gable Duplex	Noncontributing
312	222 E DEL RAY AV	Bungalow, Frame, Hipped roof, c. 1920	Contributing
313	223 E DEL RAY AV	Foursquare, Frame, c. 1910	Contributing
314	300 E DEL RAY AV	Foursquare, Frame, c. 1907	Contributing
315	301 E DEL RAY AV	Bungalow, Frame, Front gable, c. 1920	Contributing
316	302 E DEL RAY AV	1930s Bungalow, too altered	Noncontributing
317	303 E DEL RAY AV	1930s Bungalow, too altered	Noncontributing
318	305-305A E DELRAY AV	Tudor Revival, Cinder block, 1939	
319	306-306 1/2 E DEL RAY AV	J. M. Burling, owner/builder	Contributing
320	307 E DEL RAY AV	Side gable Brick Duplex, c. 1940s	Noncontributing
321	308 E DEL RAY AV	Side gable Brick Duplex, c. 1940s	Noncontributing
322	309 E DEL RAY AV	Colonial Revival, Cinder block, 1941	
323	310 E DEL RAY AV	E.L. Varney, builder	Contributing
324	311-311-A E DEL RAY AV	Bungalow, Frame, Side gable, c. 1925	Contributing
325	312 E DEL RAY AV	Colonial Revival, Cinder block, 1938	
326	313 E DEL RAY AV	D. Stafford Kelley, architect	Contributing
327	314 E DEL RAY AV	Colonial Revival, Frame, c. 1920	Contributing
328	315 E DEL RAY AV	Side gable Duplex	Noncontributing
329	317 E DEL RAY AV	Colonial Revival, Frame, c. 1908	Contributing
330	318 E DEL RAY AV	Colonial Revival, Cinder block, 1930	
331	319 E DEL RAY AV	D. Stafford Kelley, architect	Contributing
332	320 E DEL RAY AV	Vernacular Front gable, 2-story c. 1920	Contributing
		Vernacular semi-detached house, 1907	Contributing
		Vernacular semi-detached house, 1907	Contributing
		Colonial Revival, Cinder block, 1937	
		R.B. Shull, Co. Builders	Contributing
		Colonial Revival, Brick, 1939	
		R.N. Rust, builder	Contributing
		Colonial Revival, Cinder block, 1936	

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333	400 E DEL RAY AV	R.B. Shull, Co. Builders	Contributing
334	401 E DEL RAY AV	Foursquare, Frame, c. 1915	Contributing
335	402-402A E DEL RAY AV	Brick, Front Gable, vernac. c.1945	Noncontributing
336	403 E DEL RAY AV	Front gable Brick Duplex	Noncontributing
337	404 E DEL RAY AV	Foursquare, Frame, c. 1907	Contributing
338	407-409 E DEL RAY AV	Bungalow, Frame, c. 1926	Contributing
339	411 E DEL RAY AV	Frame Duplex, c. 1980s	Noncontributing
340	413-413 1/2 E DEL RAY AV	Colonial Revival, Cinder block, 1930	Contributing
341	415-417 E DEL RAY AV	Brick Side gable Duplex	Noncontributing
342	419-421 E DEL RAY AV	Brick Side gable Duplex	Noncontributing

DE WITT AVENUE

343	2005 DE WITT AV	Frame, Two-story, c. 1980	Noncontributing
344	2500 DE WITT AV	Dutch Colonial Revival, c. 1930	Contributing
345	2501 DE WITT AV	Bungalow, Frame, Side gable, c.1925	Contributing
346	2502 DE WITT AV	Bungalow, Cross gable, Frame, 1923	Contributing
347	2503 DE WITT AV	Side gable, too altered	Noncontributing
348	2504 DE WITT AV	Bungalow, Side gable, Frame, c.1925	Contributing
349	2505 DE WITT AV	Bungalow, Clipped front gable, c.1925	Contributing
350	2506 DE WITT AV	Bungalow, Side gable, Frame, c. 1925	Contributing
351	2507 DE WITT AV	Frame, Side gable, c. 1925	Contributing
352	2508 DE WITT AV	Mediterranean Revival, c. 1935	Contributing
353	2509 DE WITT AV	Bungalow, Side gable, Frame, c.1925	Contributing
354	2510 DE WITT AV	Bungalow, Front gable, Frame, 1923	Contributing
355	2512 DE WITT AV	Bungalow, Side gable, Frame, 1926	Contributing
356	2513 DE WITT AV	Bungalow, Front gable, Frame, 1923	Contributing
357	2515 DE WITT AV	Bungalow, Front gable, Frame, c.1925	Contributing
358	2600 DE WITT AV	Bungalow, Cross gable, Frame, c. 1925	Contributing
359	2601 DE WITT AV	Bungalow, Side gable, Frame, 1926	Contributing
360	2603 DE WITT AV	Bungalow, Side gable, Frame, c.1930	Contributing
361	2604 DE WITT AV	Bungalow, Side gable, Frame, 1923	Contributing
362	2605 DE WITT AV	Bungalow, Front gable, Frame, c.1925	Contributing
363	2606 DE WITT AV	Bungalow, Side gable, Frame, c.1930	Contributing
364	2607 DE WITT AV	Bungalow, Cross gable, Frame, 1923	Contributing
365	2608 DE WITT AV	Bungalow, Front gable, Frame, 1923	Contributing
366	2612 DE WITT AV	Bungalow, Front gable, Frame, c.1925	Contributing
367	2701 DE WITT AV	Brick, Side gable, c. 1940s	Noncontributing
368	2703-2705 DE WITT AV	Brick, Side gable Duplex	Noncontributing
369	2707 DE WITT AV	Frame Mail Order Chapel, 1931	Contributing
370	2810 DE WITT AV	Brick Colonial Revival	Noncontributing

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371	5 E HOWELL AV	Bungalow, Cinder block, c. 1935	Contributing
372	7-7A E HOWELL AV	Brick Front gable Duplex	Noncontributing
373	8 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
374	9-11 E HOWELL AV	Brick Side gable Duplex, c. 1940s	Noncontributing
375	10 E HOWELL AV	Colonial Revival, Frame, c. 1920	Contributing
376	12 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
377	13 E HOWELL AV	Colonial Revival, Frame, c. 1920	Contributing
378	14 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
379	15 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
380	16 E HOWELL AV	Foursquare, Frame, 1912	Contributing
381	17 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
382	18 E HOWELL AV	Bungalow, Frame, Hipped roof, c. 1920	Contributing
383	19 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
384	20-20 1/2 E HOWELL AV	Brick Side gable Duplex, c. 1980s	Noncontributing
385	21 E HOWELL AV	Colonial Revival, Frame, 1920	Contributing
386	22-22A E HOWELL AV	Brick Side gable Duplex, c. 1980s	Noncontributing
387	23 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing
388	24 E HOWELL AV	Colonial Revival, Cinder block, 1936	Contributing
389	25-27 E HOWELL AV	Side gable Frame Duplex, c. 1980s	Noncontributing
390	26 E HOWELL AV	Colonial Revival, Cinder block, 1936	Contributing
391	27 A E HOWELL AV	Brick Side gable Single Family	Noncontributing
-10	28 E HOWELL AVE	Folk Victorian, Frame, c. 1905	Contributing
392	29 E HOWELL AVE	Bungalow, Frame, Front gable, c. 1936	Contributing
393	100-100A E HOWELL AV	False Mansard Duplex	Noncontributing
394	101 E HOWELL AV	Side gable Brick Single Family	Noncontributing
395	102-102A E HOWELL AV	Side gable Brick Duplex	Noncontributing
396	103 E HOWELL AV	Queen Anne - reproduction	Noncontributing
397	105 E HOWELL AV	Folk Victorian, Frame, c. 1910	Contributing
398	106 E HOWELL AV	Bungalow, Frame, Hipped, 1937	Contributing
399	107 E HOWELL AV	Folk Victorian, Frame, c. 1910	Contributing
400	108 E HOWELL AV	Bungalow, Frame, Hipped, 1935	Contributing
401	109 E HOWELL AV	Side gable, permastoned	Noncontributing
402	110 E HOWELL AV	Tudor Revival, Frame, 1936, Kenton D. Hamaker, architect, F. W. Horton, builder	Contributing
403	111 E HOWELL AV	Tudor Revival, Frame, 1938	Contributing
404	112 E HOWELL AV	Folk Victorian, Frame, 1904	Contributing
405	113 E HOWELL AV	Craftsman, 2-story Frame, c. 1930	Contributing
-7	201 E HOWELL AV	Modified Queen Anne, Frame, 1895	Contributing
406	203 E HOWELL AV	Foursquare, Frame, c. 1915	Contributing
407	204-204 1/2 E HOWELL AV	Colonial Revival Duplex, 1940	Contributing
408	205 E HOWELL AV	Foursquare, Frame, c. 1920	Contributing

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-409	207 E HOWELL AV	Bungalow, Front gable, Frame, 1936	Contributing
-0	208 E HOWELL AV	Cross gable, vernac. cross gable, 1895	Contributing
-410	209 E HOWELL AV	Bungalow, Frame, Side gable, c.1921	Contributing
-9	210 E HOWELL AV	Folk Victorian, Frame, Stucco, c.1898	Contributing
-411	211 E HOWELL AV	Foursquare, Frame, c. 1925	Contributing
412	212-212A E HOWELL AV	Front gable Brick Duplex	Noncontributing
413	213 E HOWELL AV	Bungalow, Frame, Front gable, 1936	
		Newesta Corp. Arch./builders	Contributing
414	214 E HOWELL AV	Bungalow, Frame, Cross gable, c.1932	Contributing
415	215 E HOWELL AV	Bungalow, Frame, Cross gable, 1936	
		Newesta Corp. Arch./builders	Contributing
416	216 E HOWELL AV	Folk Victorian, Frame, 1908	Contributing
417	217-217A E HOWELL AV	Craftsman, Frame, 1934, Newesta Corp	
		Raymond H. Newman, arch.	Contributing
418	219 E HOWELL AV	Colonial Revival, Tile, 1935	
		F.W. Horton, builder	Contributing
419	220 E HOWELL AV	Dutch Colonial Revival, Frame, c.1920	Contributing
420	221 E HOWELL AV	Bungalow, Frame, Front gable, c.1930	Contributing
421	300 E HOWELL AV	Reproduction 1920s vernacular	Noncontributing
422	301 E HOWELL AV	Foursquare, Frame, c. 1915	Contributing
423	302 E HOWELL AV	Frame Bungalow, c. 1980s	Noncontributing
424	303 E HOWELL AV	Bungalow, Frame, Front gable, 1923	Contributing
425	304 E HOWELL AV	Bungalow, Frame, Front gable, 1933	Contributing
426	305 E HOWELL AV	Colonial Revival, Tile, c. 1935	Contributing
427	306 E HOWELL AV	Front gable, brick, 1-story	Noncontributing
428	307 E HOWELL AV	Bungalow, Frame, Side gable, 1924	Contributing
429	308 E HOWELL AV	Colonial Revival, Frame, c. 1935	Contributing
430	309-309A E HOWELL AV	Side gable Duplex, Brick	Noncontributing
-12	311 E HOWELL AV	Modified Queen Anne, Frame, 1896	Contributing
431	312 E HOWELL AV	Folk Victorian, Frame, c. 1907	Contributing
432	313 E HOWELL AV	Bungalow, brick, Front gable c.1930	Contributing
433	314 E HOWELL AV	Vernacular cross-gable, 1908	Contributing
434	315 E HOWELL AV	Colonial Revival, Cinder block, 1936	
		R.B. Shull builder/architect	Contributing
435	317 E HOWELL AV	Colonial Revival, Cinder block, 1936	Contributing
436	318 E HOWELL AV	Colonial Revival, Frame, c. 1935	Contributing
437	319 E HOWELL AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
438	322-324 E HOWELL AV	Brick Side gable Duplex	Noncontributing
439	400 E HOWELL AV	Folk Victorian, Frame, c. 1910	Contributing
-12	401 E HOWELL AV	Vernacular cross-gable, Frame, 1895	Contributing
440	402-402A E HOWELL AV	False Mansard Brick Duplex	Noncontributing
441	404 E HOWELL AV	Colonial Revival, Cinder block, 1941	Contributing
442	405-405A E HOWELL AV	Side gable Duplex	Noncontributing

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443	406-406A E HOWELL AV	Brick Duplex, c. 1940s	Noncontributing
444	407-407A E HOWELL AV	Foursquare, Frame, c. 1915	Contributing
445	408 E HOWELL AV	Colonial Revival, Cinder block, 1937 R.B. Shull, builder	Contributing
446	411-411A E HOWELL AV	Colonial Revival, Cinder block, 1940	Contributing
447	412 E HOWELL AV	Brick Side gable Rowhouse	Noncontributing
448	412A E HOWELL AV	Brick Side gable Rowhouse	Noncontributing
449	413 E HOWELL AV	Bungalow, Frame, Hipped roof, c.1930	Contributing
450	414 E HOWELL AV	Colonial Revival Frame	Noncontributing
451	415-A E. HOWELL AV	Brick Rowhouse, c. 1980s	Noncontributing
452	415-B E HOWELL AV	Brick Rowhouse, c. 1980s	Noncontributing
453	417 E HOWELL AV	Folk Victorian, Frame, 1908	Contributing
454	418 E HOWELL AV	Modified Queen Anne, Frame, 1897	Contributing
455	419 E HOWELL AV	Modified Queen Anne, Frame, 1895	Contributing
456	500-502 HOWELL AV	Folk Victorian, Frame, 1908	Contributing
457	501 E HOWELL AV	Colonial Revival, Brick, c. 1940s	Noncontributing
458	503 E HOWELL AV	Colonial Revival, Frame, 1939 W.W. Burroughs, owner/builder	Contributing
459	504 E HOWELL AV	Colonial Revival, Tile, 1940 W.W. Burroughs, owner/builder	Contributing
460	505-507 E HOWELL AV	Brick Flat roof Duplex	Noncontributing
461	509 E HOWELL AV	Bungalow, Frame, Front gable, 1936 Newesta Corp., arch./builder	Contributing

HUME AVENUE

460	106 HUME AV	Colonial Revival, Frame, 1940	contributing
461	110-110A HUME AV	Brick Duplex, Side gable, c. 1940s	Noncontributing
462	111 HUME AV	Brick Row House, 1932	contributing
463	111A HUME AV	Brick Row House, 1932	contributing
464	112-112A HUME AV	Brick Duplex, Side gable, c. 1940s	Noncontributing
465	113 HUME AV	Brick Row House, 1932; Jacob Glassman, owner/builder, Arch. John A. Melby;	Contributing
466	113A HUME AV	Brick Row House, 1932; Jacob Glassman, owner/builder, Arch. John A. Melby;	contributing
467	114 HUME AV	Two-story, front gable vernac. c. 1925	Contributing
468	115 HUME AV	Foursquare, Brick, 1938; Jacob Glassman, owner/builder; J.A. Russell, arch.;	Contributing
469	116-116A HUME AV	Hipped roof Duplex, c. 1940s	Noncontributing
470	117 HUME AV	Foursquare, Brick, c. 1938	contributing
471	118 HUME AV	Brick Foursquare, c. 1922	Contributing
472	119 HUME AV	Foursquare, Frame, C. 1920; Jacob Glassman, owner; J.A. Russell, arch/builder;	contributing

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473	120	HUME AV	Foursquare, Frame, c 1920	contributing
474	121	HUME AV	Foursquare, Brick, 1934	
			J.A. Russell, architect	contributing
475	122	HUME AV	Bungalow, Frame, side gable, c.1920	Contributing
476	124	HUME AV	Foursquare, Frame, c. 1920	contributing
477	126	HUME AV	Foursquare, Frame, c. 1920	contributing
478	128	HUME AV	Foursquare, Frame, c. 1920	contributing
479	201	HUME AV	Two-part store/apartment, c.1930	contributing
480	203	HUME AV	Bungalow, Hipped roof, brick, c.1930	Contributing
481	205	HUME AV	Foursquare, Brick, c. 1925	contributing
482	208	HUME AV	Foursquare, Brick, c. 1925	contributing
483	300	HUME AV	One-story Brick vernacular	Noncontributing
484	303	HUME AV	Vernacular side-gable, Frame, c. 1915	Contributing
485	304	HUME AV	Frame Bungalow, too altered	Noncontributing
486	305	HUME AV	Foursquare, Frame, c. 1920	contributing
487	306	HUME AV	Foursquare, Frame, 1926	contributing
488	308	HUME AV	Cross gable Colonial Revival	Noncontributing
489	309	HUME AV	Two-story, Front gable, vernac. c.1915	Contributing
490	311	HUME AV	Tudor Revival, Frame, c. 1935	contributing
491	312	HUME AV	Folk Victorian, Frame, c. 1915	contributing
492	313	HUME AV	Foursquare, Frame, c. 1920	contributing
493	314A-314B	HUME AV	Side gable Brick Duplex	Noncontributing
494	315-315 1/2	HUME AV	Side gable Brick Duplex, c. 1940s	Noncontributing
495	316	HUME AV	Foursquare, frame, c. 1910	noncontributing
496	317	HUME AV	Folk Victorian, Frame, c. 1896	contributing
497	317A-B	HUME AV	Front gable Brick duplex	noncontributing
498	319	HUME AV	Flat roof rowhouse	noncontributing
499	320	HUME AV	Foursquare, Frame, 1924	contributing
500	321	HUME AV	Flat roof rowhouse	noncontributing
501	322	HUME AV	Altered - large addition	noncontributing
502	323	HUME AV	Two-story, Front gable, vernac. c.1920	Contributing
503	324	HUME AV	Side gabled, c. 1980s	noncontributing
504	325	HUME AV	Foursquare, Frame, c. 1915	contributing
505	326	HUME AV	Two-story, front gable, vernac. c. 1915	Contributing
506	327	HUME AV	Two-story, front gable, vernac. c. 1920	Contributing
507	328	HUME AV	Two-story, front gable, vernac. c. 1920	Contributing
508	400	HUME AV	Foursquare, brick, c. 1915	contributing
509	401	HUME AV	Row house, brick, 1926	contributing
510	401A	HUME AV	Row house, brick, 1926	contributing
511	403	HUME AV	Row house, Frame, 1923	contributing
512	403A	HUME AV	Row house, Frame, 1923	contributing
513	404	HUME AV	Foursquare, Frame, c. 1915	contributing
514	405	HUME AV	Bungalow, Frame, Side gable, c. 1920	Contributing

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515	406 HUME AV	Foursquare, Frame, c. 1920	contributing
516	407 HUME AV	Foursquare, Frame, c. 1910	contributing
517	408 HUME AV	Foursquare, Frame, 1927	contributing
518	409 HUME AV	Foursquare, Frame, c. 1915	contributing
519	410 HUME AV	Foursquare, Frame, c. 1910	contributing
520	411 HUME AV	Foursquare, Frame., c. 1925	contributing
521	412 HUME AV	Tudor Revival double house, c.1930	contributing
522	413 HUME AV	Foursquare, Frame, c. 1915	contributing
523	414 HUME AV	Tudor Revival double house, c.1930	Contributing
524	415 HUME AV	Foursquare, Frame, c. 1920	noncontributing
525	416 HUME AV	One-part Commercial Block, 1929	Contributing
526	417 HUME AV	Colonial Revival, Frame, c. 1915	contributing

LA GRANDE AVENUE

527	1904 LA GRANDE AV	Side gable Frame Rowhouse	Noncontributing
528	1906 LA GRANDE AV	Side gable Frame Rowhouse	Noncontributing
529	2000 LA GRANDE AV	Cross gable one-story house	Noncontributing
530	2203 LA GRANDE AV	Brick vernacular one-story	Noncontributing
531	2302 LA GRANDE AV	Bungalow	Contributing
532	2304 LA GRANDE AV	Side gable Brick vernacular, c.1940s	Noncontributing
533	2306 LA GRANDE AV	Cross gable, One-story Brick	Noncontributing
534	2308 LA GRANDE AV	Front gable Brick Vernacular	Noncontributing

200 LAVERNE AVENUE

535	200 LAVERNE AV	Foursquare, Frame, c. 1925	Contributing
536	201 LAVERNE AV	Flat roof Brick Rowhouse	Noncontributing
537	201A LAVERNE AV	Flat roof Brick Rowhouse	Noncontributing
538	202-202A LAVERNE AV	Side gable Brick Duplex	Noncontributing
539	203 LAVERNE AV	Side gable Bungalow, c. 1940s	Noncontributing
540	204 LAVERNE AV	Foursquare, Frame, c.1910	Contributing
541	205 LAVERNE AV	Two-story Brick Rowhouse	Noncontributing
542	205A LAVERNE AV	Two-story Brick Rowhouse	Noncontributing
543	206 LAVERNE AV	Folk Victorian, Frame, c. 1922	Contributing
544	207 LAVERNE AV	Foursquare, Frame, c. 1915	Contributing
545	208 LAVERNE AV	Folk Victorian, Frame, c. 1910	Contributing
546	209 LAVERNE AV	Bungalow, Frame, Hipped Roof, c.1925	Contributing
547	210 LAVERNE AV	Foursquare, Frame, c. 1915	Contributing
548	211 LAVERNE AV	Foursquare, Frame, c. 1920	Contributing
549	213 LAVERNE AV	Colonial Revival, Frame, 1933	Contributing
550	302 LAVERNE AV	Folk Victorian, Frame, 1896	Contributing
550	303 LAVERNE AV	Brick Rowhouse, Flat Roof, c. 1925	Contributing

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551	305 LAVERNE AV	Brick Rowhouse, Flat Roof, c. 1925	Contributing
552	306 LAVERNE AV	Bungalow, Hipped roof, c. 1915	Contributing
553	308 LAVERNE AV	Side gable Rowhouse	Noncontributing
554	309 LAVERNE A	Colonial Revival, One-story, c.1930	Contributing
555	310 LAVERNE AV	Side gable Rowhouse	Noncontributing
-16	311 LAVERNE AV	Folk Victorian, Frame, c. 1896	Contributing
556	312 LAVERNE AV	Foursquare, Frame, c. 1920	Contributing
557	313-313A LAVERNE AV	Side gable Brick Duplex	Noncontributing
558	314 LAVERNE AV	Front gable vernacular, c 1990	Noncontributing
559	315-315A LAVERNE AV	Side gable Brick Duplex	Noncontributing
560	316 LAVERNE AV	Foursquare, Frame, 1932	Contributing
561	317-317A LAVERNE AV	Front gable Low-pitch roof Duplex	Noncontributing
562	318 LAVERNE AV	Foursquare, Frame, 1933	Contributing
563	319 LAVERNE AV	Colonial Revival, Tile, 1937	Contributing
564	320 LAVERNE AV	Modified Folk Victorian, c. 1915	Contributing
565	321 LAVERNE AV	Foursquare, Frame, c. 1905	Contributing
566	322 LAVERNE AV	Foursquare, Frame, c. 1920	Contributing

LESLIE AVENUE

567	2100 LESLIE AV	Side gable Frame	Noncontributing
568	2102-2104 LESLIE AV	Side gable Duplex, Frame	Noncontributing
569	2301 LESLIE AV	Colonial Revival, Cinder Block, 1939	Contributing
570	2303 LESLIE AV	Colonial Revival, Cinder Block, 1936	Contributing
571	2402 LESLIE AV	R.B. Shull, Co. builder	Contributing
572	2403 LESLIE AV	Bungalow, Front Gable, Tile, 1932	Contributing
573	2404 LESLIE AV	Bungalow, Cross Gable, Frame, 1923	Contributing
574	2405 LESLIE AV	Bungalow, Front Gable, Frame, c. 1930	Contributing
575	2406 LESLIE AV	Colonial Revival, Cinder Block, 1936	Contributing
576	2407 LESLIE AV	Bungalow, Clipped front gable, c.1935	Contributing
577	2408-2408A LESLIE AV	Bungalow, Cross gable, Frame, c. 1925	Contributing
578	2409 LESLIE AV	Hipped roof Brick Duplex	Noncontributing
579	2410 LESLIE AV	Modified Tudor Revival, 1936	Contributing
580	2411 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
581	2412 LESLIE AV	Bungalow, Cross gable, Brick, c. 1935	Contributing
582	2500 LESLIE AV	Bungalow, Front Gable, Frame, c. 1925	Contributing
583	2501-2501A LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
584	2502 LESLIE AV	Hipped roof Brick Duplex	Noncontributing
585	2503 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
586	2504 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
587	2505 LESLIE AV	Bungalow, Cross gable, Frame, c. 1925	Contributing
588	2506 LESLIE AV	Frame Colonial Revival	Noncontributing
		Bungalow, Cross gable, Frame, c. 1925	Contributing

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589	2507 LESLIE AV	Modified Tudor Revival, 1936	Contributing
590	2508 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing
591	2509 LESLIE AV	Colonial Revival, Brick, 1935	
		R.N. Rust, builder	Contributing
592	2600 LESLIE AV	Bungalow, Side gable, Frame, c.1925	Contributing

MT. IDA AVENUE

593	212 MT IDA AV	Bungalow, Frame, Side gable, 1923	contributing
594	213 MT IDA AV	Bungalow, Frame, Side gable, 1923	contributing
595	214 MT IDA AV	Colonial Revival, c. 1937	contributing
596	216 MT IDA AV	Bungalow, Side Gable, Frame, c.1925	Contributing
597	218 MT IDA AV	Craftsman, Frame, c. 1931	contributing
598	315-315A MT IDA AV	Brick Side gable Duplex	noncontributing
599	317-317A MT IDA AV	Brick Side gable Duplex	noncontributing
600	321 MT IDA AV	Bungalow, Side gable, Frame, 1935	Contributing
601	425 MT IDA AV	Colonial Revival, Brick, 1938	contributing
602	427 MT IDA AV	Colonial Revival, Brick	noncontributing
603	520 MT IDA AV	Bungalow, Front gable, Brick, 1936; Built by owner, H.E. Rawlett, "own plans"	contributing
604	522-526 MT IDA AV	Commercial Two-part, Brick	Contributing

MT. VERNON AVENUE

605	1900 MT VERNON AV	Post-modern Brick Office, c. 1980s	Noncontributing
606	1901 MT VERNON AV	Brick, one-part commercial	Noncontributing
607	1903-1905 MT VERNON AV	Vernacular Residential, c. 1926	Contributing
608	1904-1906 MT VERNON AV	Brick Apt/Commercial Bldg. c. 1925	Contributing
609	1908 MT VERNON AV	Brick Office Building, 1946	Noncontributing
610	2000-2004 MT VERNON AV	Two-part Commmerc./apts. 1938	Contributing
611	2001-2003 MT VERNON AV	1920s Building, 1990 Facade	Noncontributing
612	2005-2009 MT VERNON AV	Brick Two-Part Commercial, 1924	Contributing
613	2006 MT VERNON AV	Frame Two-Story Hipped Roof c.1905	Contributing
614	2008 MT VERNON AV	Italianate Rowhouse Commercial c1905	Contributing
615	2016 MT VERNON AV	Postmodern brick office bldg.	Noncontributing
616	2018 MT VERNON AV	Two-part Commercial Bldg. 1924	Contributing
617	2100 MT VERNON AV	Foursquare, Frame, c. 1910	Contributing
618	2101-2101B MT VERNON AV	Side gable 1980s Commercial Bldg.	Noncontributing
619	2103-2105 MT VERNON AV	Two-story apartment building; J.T. Santmeyer, arch., Frank J. Benson, bldr. 1935	Contributing
620	2104 MT VERNON AV	Cross gable Frame Folk Vict., c.1908	Contributing
621	2107 MT VERNON AV	Two-story Brick Commercial	Noncontributing
622	2108 MT VERNON AV	Seven-Eleven Store	Noncontributing

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623	2109 MT VERNON AV	Two-part Commercial/apts. c.1923	Contributing
624	2200 MT VERNON AV	Brick Office Block, 1990	Noncontributing
625	2201 MT VERNON AV	Foursquare, Frame, c. 1920	Contributing
626	2204 A-C MT VERNON AV	Two-story brick office bldg. 1990	Noncontributing
627	2205 MT VERNON AV	Foursquare, Frame, c. 1920	Contributing
628	2206-2208 MT VERNON AV	Folk Victorian, Frame, c. 1901	Contributing
629	2213 MT VERNON AV	Moderne commercial/apts. 1941	Contributing
630	2300-2310 MT VERNON AV	One-story Brick Commercial	Noncontributing
631	2301-2303 MT VERNON AV	Two-part Commercial/apts. 1924	Contributing
632	2305-2307	Brick One-story Commercial	Noncontributing
633	2309 MT VERNON AV	Colonial Revival, Frame, 1923	Contributing
634	2312 MT VERNON AV	Sunoco Service Station	Noncontributing
635	2400 MT VERNON AV	Two-part com./masonic lodge, 1925	Contributing
636	2401 MT VERNON AV	Two part arcaded commercial, 1923	Contributing
637	2400A MT VERNON AV	One-story addition to 2402	Noncontributing
638	2402 MT VERNON AV	Two part commercial brick, 1923	Contributing
639	2403 MT VERNON AV	One part commercial brick, 1933	Contributing
640	2404 Mt VERNON AV	Craftsman Frame Residence, c. 1920	Contributing
641	2405-2407 MT VERNON AV	One-story Commercial Brick	Noncontributing
642	2406 MT VERNON AV	Craftsman Tile Residence, 1920	Contributing
643	2411-2419 MT VERNON AV	Art Deco Reproduction Office, c.1945	Noncontributing
644	2423-25-27 MT VERNON AV	Art Deco Commercial/Office, 1938; J.A. Poladian, owner/builder	Contributing
645	2525 MT VERNON AV	Brick Two-story Office Bldg.	Noncontributing
646	2603-2607 MT VERNON AV	Brick Commercial/apts. 1926	Contributing
647	2609-2611 MT VERNON AV	Brick & Glass Block Commercial	Noncontributing
648	2615-2621 MT VERNON AV	Brick One-story Commercial	Noncontributing
649	2701-2705 MT VERNON AV	Three-story Brick Apartments, 1941 D.E. Bayliss, builder	Contributing

OXFORD AVENUE

650	1 OXFORD AV	Bungalow, Hipped roof, Frame, 1920	Contributing
651	2 OXFORD AV	Rowhouse, c. 1980s	Noncontributing
652	3 OXFORD AV	Colonial Revival, Frame, c. 1910	Contributing
653	4 OXFORD AV	Rowhouse, c. 1980s	Noncontributing
654	5 OXFORD AV	Colonial Revival Brick, c.1935	Contributing
655	6 OXFORD AV	Rowhouse, Brick, Parapet, c. 1940s	Noncontributing
656	6A OXFORD A	Rowhouse, Brick, Parapet, c. 1940s	Noncontributing
657	7 OXFORD AV	Colonial Revival Brick, c.1935	Contributing
658	8 OXFORD AV	Bungalow, hipped roof, Frame, c.1925	Contributing
659	9 OXFORD AV	Front-gable, Two-story Vernac. c. 1904	Contributing
660	11 OXFORD AV	Side gable Brick Rowhouse	Noncontributing
661	11 1/2 OXFORD AV	Side gable Brick Rowhouse	Noncontributing

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617	12 OXFORD AV	Modified Queen Anne, Frame, c.1896	Contributing
662	100 OXFORD AV	Foursquare, Frame, c. 1925	Contributing
663	101-101A OXFORD AV	Brick Front-gable Rowhouse	Noncontributing
664	102 OXFORD AV	Craftsman, clipped gable, c. 1920	Contributing
665	103 OXFORD AV	Bungalow, Frame, Front gable, c.1920	Contributing
666	104 OXFORD AV	Italianate Rowhouse, detached, c.1910	Contributing
667	105 OXFORD AV	Colonial Revival, Brick, c, 1936	Contributing
668	106 OXFORD AV	Foursquare, Frame, 1923	Contributing
669	107 OXFORD AV	Colonial Revival, Brick, c, 1936	Contributing
670	108-108A OXFORD AV	Brick Side gable Duplex	Noncontributing
671	109 OXFORD AV	Cross gable, Two-story Vernac. c.1910	Contributing
672	110 OXFORD AV	Modified Queen Anne, Frame, c.1910	Contributing
673	203 OXFORD AV	Brick Cross gable Office	Noncontributing
674	208 OXFORD AV	Foursquare, Frame, 1923	Contributing
675	209 OXFORD AV	Bungalow, Cross gable, Frame, c.1930	Contributing
676	210 OXFORD AV	Vernacular, frame, c. 1945	Noncontributing
677	211 OXFORD AV	Bungalow, Cross gable, Frame, c.1929	Contributing
678	212 OXFORD AV	Bungalow, Side gable, Tile, c. 1920	Contributing
679	213 OXFORD AV	Modified Queen Anne, Frame, c.1910	Contributing
680	215 OXFORD AV	Colonial Revival, Brick, c. 1920	Contributing
681	216 OXFORD AV	Folk Victorian, One-story, c. 1897	Contributing
682	217 OXFORD AV	Bungalow, Frame, Side gable, c. 1920	Contributing
683	218 OXFORD AV	Craftsman, Too altered	Noncontributing
684	219 OXFORD AV	Bungalow, Cross gable, Brick, c.1940	Contributing
685	220 OXFORD AV	Folk Victorian, Frame, c. 1910	Contributing
686	221 OXFORD AV	Bungalow, Cross gable, Frame, c.1925	Contributing
687	222 OXFORD AV	Colonial Revival, Tile, 1938; Harold, C. Sliger, owner/builder; McCray, architect;	Contributing
688	223 OXFORD AV	Bungalow, Side gable, Frame, 1935; Benjamin Oppenheimer, arch., M.J. Manning, bldr.	Contributing
689	301 OXFORD AV	Tudor Revival, Frame, c. 1935	Contributing
690	303 OXFORD AV	Tudor Revival, Cinder block, c. 1935	Contributing
691	305 OXFORD AV	Two-story Front gable Vernac. 1936	Contributing
692	307-307 1/2 E OXFORD AV	S.P. Jordan, arch., J. Benson, Bldr,	Contributing
693	311 OXFORD AV	Brick Side gable Duplex, c. 1940s	Noncontributing
694	313 OXFORD AV	Bungalow, Front gable, cin. bl., 1937	Contributing
		B. H. McCreary, builder	Contributing
		Bungalow, Front gable, Frame, c.1925	Contributing

EAST RANDOLPH AVENUE

694 103 E RANDOLPH AV Dutch Colonial Revival, c. 1930 contributing

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695	104 E RANDOLPH AV	Bungalow, Frame, Hipped Roof, c.1930 Contributing
696	105 E RANDOLPH AV	Bungalow, Cinder block, c. 1930 contributing
697	106 E RANDOLPH AV	Bungalow, Hipped roof, frame, c.1930 Contributing
698	107 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1930 Contributing
699	108 E RANDOLPH AV	Bungalow, Pyr. Hipped roof, c. 1930 Contributing
700	109 E RANDOLPH AV	Dutch Colonial Revival, c. 1930 Contributing
701	110 E RANDOLPH AV	Bungalow, Tile, Side gable, c. 1930 Contributing
702	111 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1926 Contributing
703	112 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1925 Contributing
704	113 E RANDOLPH AV	Colonial Revival, one-story, 1941 C.R. Denton, owner/builder contributing
705	114 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1926 Contributing
706	115 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1930 Contributing
707	116 E RANDOLPH AV	Two-story, Front gable, vernac. 1932 "FCK" architect; E. L Varner, builder Contributing
708	117 E RANDOLPH AV	Two-story, flat roof, detached, 1936 Wilson L. Hoof, architect contributing
709	118 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1926 Contributing
710	120 E RANDOLPH AV	Two-story, vernac. side gable, c.1926 Contributing
711	122 E RANDOLPH AV	Bungalow, Frame, Side gable, 1931 Contributing
712	201 E RANDOLPH AV	Colonial Revival, Frame, c. 1930 contributing
713	202-204 E RANDOLPH AV	Brick Side-gable Duplex noncontributing
714	206 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1925 Contributing
715	208 E RANDOLPH AV	Bungalow, Frame, Side gable, c. 1925 Contributing
716	210 E RANDOLPH AV	Bungalow, Frame, Front gable, c. 1925 Contributing
717	212 E RANDOLPH AV	Bungalow, Frame, Cross gable, c. 1925 Contributing
718	213 E RANDOLPH AV	Colonial Revival, Tile, 1936 Joseph Caporaletti, owner/builder contributing
719	214 E RANDOLPH AV	Colonial Revival, Tile, 1936 M. Giuseppe, owner/builder contributing
720	2205 E RANDOLPH A	Bungalow, Frame. Front gable, 1935 A. Martin, architect contributing
721	2207 E RANDOLPH A	One-story, hipped roof, vernac. 1930 Jesse Burch, architect contributing
722	2209 E RANDOLPH AV	Bungalow, Frame, side gable, c. 1925 Contributing
723	2210 E RANDOLPH AV	Bungalow, Frame, cross gable, c. 1925 Contributing
724	2211 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1925 Contributing
725	2213 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925 Contributing
726	2300-2300A E RANDOLPH AV	Front gable Brick Duplex noncontributing
727	2301 E RANDOLPH AV	Bungalow, Front gable, Frame, 1935 B.B. Earing, architect contributing
728	2302 E RANDOLPH AV	One-story Colonial Revival noncontributing
729	2303 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925 Contributing

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730	2305 E RANDOLPH AV	Foursquare, Frame, wide eaves, c.1925	Contributing
731	2307 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1925	Contributing
732	2309 E RANDOLPH AV	Frame Dutch Colonial	noncontributing
733	2310-2310A E RANDOLPH AV	Brick Side gable Duplex	noncontributing
734	2311 E RANDOLPH AV	Bungalow, Frame, Front gable, 1923	Contributing
735	2400-2400A E RANDOLPH AV	Brick Side gable Duplex	noncontributing
736	2401 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
737	2402-2402A E RANDOLPH AV	Brick Side gable Duplex	noncontributing
738	2403 E RANDOLPH AV	Craftsman, pyr. hipped roof, c. 1925	Contributing
739	2404 E RANDOLPH AV	Brick vernacular one-story	noncontributing
740	2405 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
741	2407 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
742	2409 E RANDOLPH AV	One-story Side gable vernacular	noncontributing
743	2411 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
744	2413 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
745	2501-2403 E RANDOLPH AV	Side gable Brick Duplex	noncontributing
746	2502 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
747	2504 E RANDOLPH AV	Colonial Revival, Two-story, c.1930	Contributing
748	2505 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
749	2506 E RANDOLPH AV	Colonial Revival, One-story, 1935	contributing
750	2507 E RANDOLPH AV	Colonial Revival, One-story, 1935	contributing
751	2509 E RANDOLPH AV	Foursquare, Frame, Two-story, ca.1925	Contributing
752	2511 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
753	2513 E RANDOLPH AV	Tudor Revival, Tile, 1935; B.B. Ezrine, builder, Kent Hamaker, architect;	contributing
754	2602 E RANDOLPH AV	Bungalow, Frame, Side gable, c.1925	Contributing
755	2603 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1930	Contributing
756	2604-2606 E RANDOLPH AV	Brick Side gable Duplex, c. 1940s	noncontributing
757	2605 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1925	Contributing
758	2608-2610 E RANDOLPH AV	Brick Side gable Duplex, c. 1940s	noncontributing
759	2609-2609A E RANDOLPH AV	Front gable Brick Duplex	noncontributing
760	2611-2611A E RANDOLPH AV	Front gable Brick Duplex	noncontributing
761	2613 E RANDOLPH AV	Bungalow, Frame, Front gable, 1923	Contributing
762	2615 E RANDOLPH AV	Cinder block Cross gable Vernac.	noncontributing
763	2617 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1925	Contributing
764	2619 E RANDOLPH AV	Bungalow, Frame, Front gable, c.1925	Contributing

EAST RAYMOND AVENUE

765	103 E RAYMOND AV	Dutch Colonial Revival, Frame, 1923	Contributing
766	105-105A E RAYMOND AV	Side gable Brick Duplex	Noncontributing
767	107 E RAYMOND AV	Colonial Revival, Brick, 1941 E.L. Varney, builder	Contributing

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768	109-109A E RAYMOND AV	Side gable Brick Duplex, c.1940s	Noncontributing
769	111 E RAYMOND AV	Dutch Colonial Revival, Frame, c.1923	Contributing
770	113 E RAYMOND AV	Dutch Colonial Revival, Frame, c.1923	Contributing
771	114 E RAYMOND AV	Dutch Colonial Revival, Frame, c.1923	Contributing
772	115 E RAYMOND AV	Bungalow, Hipped roof, Frame, c.1923	Contributing
773	116 E RAYMOND AV	Foursquare, Frame, c. 1923	Contributing
774	117 E RAYMOND AV	Bungalow, Front gable, Frame, c.1925	Contributing
775	118 E RAYMOND AV	Bungalow, Clipped cross gable, c.1923	Contributing
776	119 E RAYMOND AV	Front gable, vernacular c. 1923	Contributing
777	120A-120B E RAYMOND AV	Foursquare, Duplex, Frame, c. 1923	Contributing
778	121 E RAYMOND AV	Colonial Revival, Cinder block, c.1938	Contributing
779	122 E RAYMOND AV	Foursquare, Frame, c. 1923	Contributing
780	124 E RAYMOND AV	Dutch Colonial Revival, c. 1930	Contributing
781	200 E RAYMOND AV	Bungalow, Side gable, Frame, c.1923	Contributing
782	202 E RAYMOND AV	Bungalow, Hipped, Frame, c. 1923	Contributing
783	204 E RAYMOND AV	Bungalow, c. 1923, Too Altered	Noncontributing
784	205 E RAYMOND AV	Bungalow, Front gable, Frame, c.1923	Contributing
785	206 E RAYMOND AV	Bungalow, Front gable, Tile, c. 1935	Contributing
786	207 E RAYMOND AV	Bungalow, Front gable, Cin. Bl. 1935	Contributing
787	208 E RAYMOND AV	Brick Ranch House	Noncontributing
788	209 E RAYMOND AV	Colonial Revival, Brick, 1937	Contributing
		Harrigan, architect	
789	211 E RAYMOND AV	Mod. Gothic Revival Apt. House, 1933	Contributing
		Vito Innamorato, builder	
790	213 E RAYMOND AV	Colonial Revival	Contributing
791	300 E RAYMOND AV	Foursquare, Frame, c. 1930	Noncontributing
792	301A-301C E RAYMOND AV	Foursquare, Brick, c. 1925	Contributing
793	302 E RAYMOND AV	Foursquare, too altered	Contributing
794	303-303A E RAYMOND AV	Side gable Brick Duplex, c. 1980s	Noncontributing
795	305 E RAYMOND AV	Colonial Revival, Brick, 1938	Contributing
		L.H. Nelson, architect	
796	306 E RAYMOND AV	Bungalow, Frame, Side gable, c.1930	Contributing
797	308 E RAYMOND AV	Modified Queen Anne, Frame, c.1910	Contributing
798	309 E RAYMOND AV	Two-story Front gable, Vern. c.1895	Contributing
799	312 E RAYMOND AV	Foursquare, Frame, c. 1920	Contributing
800	313-313A E RAYMOND AV	Brick Duplex	Noncontributing
801	314 E RAYMOND AV	Modified Queen Anne, Frame, c. 1910	Contributing
802	315-315A E RAYMOND AV	Brick Duplex, c. 1940s	Contributing
803	318-318A E RAYMOND AV	Foursquare, Frame, c. 1930	Noncontributing
804	319 E RAYMOND AV	Two-story Front gable Vernac. c. 1910	Contributing
805	320 E RAYMOND AV	Foursquare, Frame, c. 1916	Contributing
806	321 E RAYMOND AV	Two-story Front gable Vernac. c. 1910	Contributing
807	322 E RAYMOND AV	Two-story Front gable Vernac. c. 1916	Contributing

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808	324 E RAYMOND AV	Foursquare, Frame, c. 1916	Contributing
809	326 E RAYMOND AV	Two-story Front gable Vernac. c. 1920	Contributing
810	400 E RAYMOND AV	Bungalow, Frame, Side gable, 1928	Contributing
811	401 E RAYMOND AV	Folk Victorian, Frame, c. 1910	Contributing
812	402-402A E RAYMOND AV	Side gable Frame Duplex, c. 1980s	Noncontributing
813	403-403A E RAYMOND AV	Side gable Frame Duplex, c. 1980s	Noncontributing
814	404-404A E RAYMOND AV	Side gable Frame Duplex, c. 1980s	Noncontributing
815	405 E RAYMOND AV	Two-story Cross gable Vernac. c.1915	Contributing
816	407 E RAYMOND AV	Two-story Cross gable Vernac. c.1915	Contributing
817	408A-408B E RAYMOND AV	Side gable Frame Duplex, c. 1980s	Noncontributing
818	410 E RAYMOND AV	Foursquare, Frame, 1923	Contributing

STEWART AVENUE

819	104 STEWART AV	Colonial Revival, Cinder block, 1941 Paul P. Baker, builder	Contributing
820	105 STEWART AV	Colonial Revival, Cinder block, c.1941	Contributing
821	106 STEWART AV	Bungalow, Frame, Side gable, c. 1926	Contributing
822	107 STEWART AV	Bungalow, Frame, Front gable, c. 1926	Contributing
823	108 STEWART AV	Tudor Revival, Brick	Noncontributing
824	109 STEWART AV	Bungalow, Frame, Side gable, c. 1930	Contributing
825	110 STEWART AV	Bungalow, Tile, Front gable, 1938; Dewey Croy, architect, Paul H. Baker, builder	Contributing
826	111 STEWART AV	Bungalow, Frame, Front gable, c. 1925	Contributing
827	112 STEWART AV	Bungalow, Frame, Front gable, 1926	Contributing
828	113 STEWART AV	Foursquare, Frame, c. 1925	Contributing
829	115 STEWART AV	Bungalow, Frame, Front gable, c. 1930	Contributing
830	116 STEWART AV	Foursquare, Frame, c. 1925	Contributing
831	118 STEWART AV	Bungalow, Frame, Side gable, c.1925	Contributing
832	119 STEWART AV	Bungalow, Frame, Side gable, c.1925	Contributing

TERRETT AVENUE

833	2400 TERRETT AV	Bungalow, Frame, Side gable, c. 1925	Contributing
834	2401 TERRETT AV	Bungalow, Too Altered	noncontributing
835	2402 TERRETT AV	Dutch Colonial Revival, c. 1925	contributing
836	2403 TERRETT AV	Bungalow, Frame, Side gable, c. 1925	Contributing
837	2404 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
838	2405 TERRETT AV	Bungalow, Tile, Side gable, c. 1925	Contributing
839	2406 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
840	2407 TERRETT AV	Dutch Colonial Revival, c. 1925	contributing
841	2408 TERRETT AV	Brick, Tudor Revival	noncontributing
842	2409 TERRETT AV	Dutch Colonial Revival, c. 1925	contributing

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843	2411 TERRETT AV	Bungalow, Too Altered	noncontributing
844	2500 TERRETT AV	Colonial Revival, One-story, c.1930	Contributing
845	2501 TERRETT AV	Two-story, Front gable, vernac. c.1925	Contributing
846	2503 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
847	2504 TERRETT AV	Mediterranean Revival, one-story, 1936	Contributing
848	2505 TERRETT AV	Bungalow, Frame, Front gable, c. 1923	Contributing
849	2506 TERRETT AV	Bungalow, hipped roof, Frame, c.1925	Contributing
850	2507 TERRETT AV	Bungalow, Frame, Front gable, 1923	Contributing
851	2508 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
852	2509 TERRETT AV	Bungalow, Too Altered	noncontributing
853	2510 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
854	2511 TERRETT AV	Bungalow, Frame, Cross gable, c. 1930	Contributing
855	2600 TERRETT AV	Brick Cross-Gable	Noncontributing
856	2601 TERRETT AV	Bungalow, Brick, Side gable, c. 1930	Contributing
857	2603 TERRETT AV	Bungalow, Frame, Side gable, c. 1925	Contributing
858	2604 TERRETT AV	Bungalow, Frame, Front gable, 1923	Contributing
859	2605 TERRETT AV	Colonial Revival, 1.5-story, 1936	contributing
860	2606-2608 TERRETT AV	Brick Side gable Duplex	noncontributing
861	2607 TERRETT AV	Bungalow, Frame, Front gable, c. 1925	Contributing
862	2610 TERRETT AV	Bungalow, Frame, Front gable, 1923	Contributing
863	2612 TERRETT AV	Bungalow, Frame, Side gable, c. 1930	Contributing

EAST UHLER AVENUE

864	1 E UHLER AV	Foursquare, Frame, c. 1925	Contributing
865	101 E UHLER AV	Foursquare, Frame, c. 1920	Contributing
866	105 E UHLER AV	Bungalow, Frame, Side gable, c. 1920	Contributing
867	107 E UHLER AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
868	109 E UHLER AV	Bungalow, Frame, Hipped roof, c.1920	Contributing
869	111 E UHLER AV	Brick Apartment Building, c. 1940s	Noncontributing
870	209 E UHLER AV	Foursquare, Frame, 1923	Contributing
871	211 E UHLER AV	Colonial Revival, Brick, 1937	Contributing

EAST WINDSOR AVENUE

872	5 E WINDSOR AV	Foursquare, Frame, c. 1920	Contributing
873	8 E WINDSOR AV	Foursquare, Frame, c. 1920	Contributing
874	9 E WINDSOR AV	Foursquare, Frame, c. 1920	Contributing
875	10 E WINDSOR A	Colonial Revival, Frame, c. 1920	Contributing
876	11 E WINDSOR AV	Foursquare, Frame, c. 1920	Contributing
877	12 E WINDSOR AV	Foursquare, Frame, c. 1910	Contributing
878	13 E WINDSOR AV	Colonial Revival, Frame, C. 1920	Contributing
879	14 E WINDSOR AV	Tudor Revival, Frame, c. 1939	Contributing

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880	15-15A E WINDSOR AV	Side gable Brick Duplex	Noncontributing
881	15B-15C E WINDSOR AV	Side gable Brick Duplex	Noncontributing
882	16 E WINDSOR AV	Frame Rowhouse, c. 1980s	Noncontributing
883	17 E WINDSOR AV	Colonial Revival, Cinder Block, c1936,	Contributing
884	18 E WINDSOR AV	Frame Rowhouse, c. 1980s	Noncontributing
885	19-19A E WINDSOR AV	Flat-roofed Brick Duplex, c. 1940s	Noncontributing
-19	20 E WINDSOR AV	Modified Queen Anne, Frame, 1897	Contributing
-21	22 E WINDSOR AV	Modified Queen Anne, Frame, 1895	Contributing
886	23 E WINDSOR AV	Foursquare, Frame, c. 1920	Contributing
887	24-24A E WINDSOR AV	Front gable, One-story Duplex	Noncontributing
888	26 E WINDSOR AV	Foursquare, Frame, c. 1915	Noncontributing
889	39-41 E WINDSOR AV	Side gable Brick Duplex	Noncontributing
890	51 E WINDSOR AV	Italianate Row House, c. 1903	Contributing
891	100 E WINDSOR AV	Gothic Revival Church, 1940s	Noncontributing
892	101 E WINDSOR AV	Foursquare, Frame, c. 1910	Contributing
893	105-105A E WINDSOR AV	Side gable Duplex	Noncontributing
894	107 E WINDSOR AV	Bungalow, Brick, Front gable, c.1930	Contributing
895	108 E WINDSOR AV	Foursquare, Frame, 1923	Contributing
896	109 E WINDSOR AV	Bungalow, Brick, Front gable, c. 1930	Contributing
897	113A E WINDSOR AV	Brick Rowhouse, c. 1980s	Noncontributing
898	113B E WINDSOR AV	Brick Rowhouse, c. 1980s	Noncontributing
899	113C E WINDSOR AV	Brick Rowhouse, c. 1980s	Noncontributing
-20	201 E WINDSOR AV	Italianate Row House, Frame, c. 1895	Contributing
900	205 E WINDSOR AV	Craftsman, Front gable, Frame, 1924	Contributing
901	206 E WINDSOR AV	Three-story Brick Apartments	Noncontributing
902	207 E WINDSOR AV	Cross gable, vernacular, 1908	Contributing
903	208 E WINDSOR AV	Three-story Brick Apartments	Noncontributing
904	210 E WINDSOR AV	Foursquare, Frame, 1926	Contributing
905	212 E WINDSOR AV	Bungalow, Frame, Side gable, c.1925	Contributing
906	213 E WINDSOR AV	Brick Fire Dept./Town Hall 1926	Contributing
907	214 E WINDSOR AV	Flat roof Brick Rect. Res. 1926	Contributing
908	214A-214B E WINDSOR AV	Brick Hipped roof Duplex, c.1940s	Noncontributing
909	215 E WINDSOR AV	Foursquare, Frame, 1921	Contributing
910	216 E WINDSOR AV	Foursquare, Brick, 1932	Contributing
911	217 E WINDSOR AV	Colonial Revival, Frame, c. 1915	Contributing
912	218 E WINDSOR AV	Foursquare, Frame, 1938	Contributing
913	219A-219B E WINDSOR AV	Side gable Brick Duplex	Noncontributing
914	220 E WINDSOR AV	Craftsman, Frame, 1940	Contributing
915	221 E WINDSOR AV	Foursquare, Frame, 1924	Contributing
916	222 E WINDSOR AV	Bungalow, Frame, Front gable, c.1925	Contributing
917	300 E WINDSOR AV	Colonial Revival, Frame, c. 1918	Contributing
918	301 E WINDSOR AV	Front gable Two-story Vernac. c.1918	Contributing
919	302 E WINDSOR AV	Bungalow, Frame, Cross gable, c. 1928	Contributing

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920	303 E WINDSOR AV	Colonial Revival, Cinder block, 1936	Contributing
921	304 E WINDSOR AV	Craftsman, Frame, c. 1930	Contributing
922	305 E WINDSOR AV	Colonial Revival, Cinder block, 1936	Contributing
923	306 E WINDSOR AV	Side gable, c. 1980s	Noncontributing
924	307 E WINDSOR AV	One-story, Hipped roof, Vern. c. 1930	Contributing
925	307A E WINDSOR AV	Second story added - Too altered	Noncontributing
926	308 E WINDSOR AV	Folk Victorian, Frame, 1930	Contributing
927	310 E WINDSOR AV	Bungalow, Cinder block, 1938	Contributing
928	311-311A E WINDSOR AV	Side gable Duplex, c. 1940s	Noncontributing
929	312 E WINDSOR AV	Bungalow, Cinder block, 1938	Contributing
930	313-313A E WINDSOR AV	Side gable Duplex, c. 1940s	Noncontributing
931	314 E WINDSOR AV	Colonial Revival, Cinder block, 1939	Contributing
932	315-315A E WINDSOR AV	Front gable Duplex	Noncontributing
933	317 E WINDSOR AV	Folk Victorian, Frame, 1940	Contributing
934	318-320 E WINDSOR AV	Side gable Duplex	Noncontributing
-22	319 E WINDSOR AV	Folk Victorian, Frame, 1895	Contributing
935	400 E WINDSOR AV	Bungalow, Frame, Hipped Roof, c. 1930	Contributing
936	401 E WINDSOR AV	One-story Front gable vernac.	Noncontributing
-23	403 E WINDSOR AV	Folk Victorian, Frame, 1895	Contributing
937	404 E WINDSOR AV	Foursquare, Concrete Block, c. 1910	Contributing
938	405 E WINDSOR AV	Foursquare, Frame, c. 1910	Contributing
939	406 E WINDSOR AV	Colonial Revival, Frame, 1935	Contributing
940	407 E WINDSOR AV	Foursquare, Frame, c. 1910	Contributing
941	408 E WINDSOR AV	Front gable, Brick, Vern. 1939	Contributing
942	410 E WINDSOR AV	Modified Queen Anne, Frame, c. 1910	Contributing
943	413 E WINDSOR AV	Modified Queen Anne, Frame, c. 1910	Contributing
944	414 E WINDSOR AV	Brick Side gable	Noncontributing
945	415 E WINDSOR AV	Modified Queen Anne, Frame, c. 1911	Contributing
946	416 E WINDSOR AV	Modified Queen Anne, Frame, c. 1908	Contributing
-24	417 E WINDSOR AV	Mod. Folk Victorian, Frame, 1896	Contributing
947	418 E WINDSOR AV	Bungalow, Hipped roof, Frame, c. 1930	Contributing
948	419 E WINDSOR AV	Tudor Revival, Frame, 1935	Contributing
949	420 E WINDSOR AV	Bungalow, Frame, Front gable, c. 1930	Contributing
950	500-500A E WINDSOR AV	Side gable Brick Duplex	Noncontributing
951	501 E WINDSOR AV	Tudor Revival, Frame, c. 1935	Contributing
952	503 E WINDSOR AV	One-story, hipped roof, vernac. c. 1941	Contributing
953	504 E WINDSOR AV	Craftsman, Front gable, 1939	Contributing
954	505-505A E WINDSOR AV	Side gable Duplex	Noncontributing
955	506 E WINDSOR AV	Craftsman, Front gable, 1938	Contributing
956	507 E WINDSOR AV	Brick Flat roofed Rowhouse, c. 1940s	Noncontributing
957	507A E WINDSOR AV	Brick Flat roofed Rowhouse, c. 1940s	Noncontributing
958	508-508A E WINDSOR AV	Side gable Duplex	Noncontributing

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959	509 E WINDSOR AV	Brick Flat roofed Rowhouse, c.1940s	Noncontributing
960	509A E WINDSOR AV	Brick Flat roofed Rowhouse, c.1940s	Noncontributing
961	510 E WINDSOR AV	Colonial Revival, Brick, c. 1938	Contributing
962	511 E WINDSOR AV	Brick Flat roofed Rowhouse, c.1940s	Noncontributing
963	511A E WINDSOR AV	Brick Flat roofed Rowhouse, c.1940s	Noncontributing
964	512 E WINDSOR AV	Frame Row House, Detached, 1923	Contributing
965	513 E WINDSOR AV	Bungalow, Front gable, frame, 1935	Contributing
966	516 E WINDSOR AV	Cross gable vernacular, Brick, 1939	Contributing
967	517 E WINDSOR AV	Tudor Revival, Brick, 1932	Contributing
968	522 E WINDSOR AV	Bungalow, Front gable, Frame, 1926	Contributing

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History of the Town of Potomac

Alexandria, established as a town in 1749, was a flourishing commercial center in the 18th century. The area to the north of Alexandria was mostly settled by small farmers who provided food for Alexandria and the shipping trade. From 1791 to 1847, the area of the future Town of Potomac was part of the Federal City, and known as Alexandria County, D.C. After recission, it became Jefferson District, Alexandria County, Virginia.

The Washington and Alexandria Turnpike and Bridge Company was incorporated by an act of Congress passed on April 27, 1808, to build and maintain a road which would become the major route between the cities of Alexandria and Washington, D.C. This road became a prime factor in the future location of the subdivisions of Del Ray and St. Elmo, precursors of the Town of Potomac.

With the introduction of the railroad, which cut the time of travel and of shipping, the opening of Northern Virginia to residential development became assured, though postponed because of the Civil War. An act passed by the General Assembly on March 4, 1854, authorized the Washington and Alexandria Turnpike Company to sell land to the Alexandria and Washington Railroad Company.¹ The railroad paralleled the turnpike between Alexandria and Washington. A spur of the Loudoun and Hampshire Railroad, organized in 1853, connected Alexandria with the Shenandoah Valley.

During the Civil War, Northern Virginia was crucial to the protection of the Capital, partly because of the railroad network. In 1861 Union troops crossed the river to establish a protective barrier across approaches to Washington, D.C. The poorly disciplined soldiers plundered the area. By 1864, small farmers in the area had generally stopped trying to grow crops for fear they would be taken by the soldiers. Timber for construction had to be imported as the local stands had been depleted.

By 1883, however, farmers had begun to resettle in the counties contiguous to Alexandria. The population of Alexandria County, excluding the city, was 3,185 in 1870, but had increased by 3,000 people by 1883. An Alexandria booster touted the transportation facilities in the county, including the north and south railroad lines and the Washington and Western Railroad, "two good turnpikes,

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several county roads and three splendid bridges (over the Potomac) leading to the District. Two of these bridges are free and are kept in order by the United States Government. These advantages, together with its proximity to the markets of Alexandria and Washington, render the lands in this county very valuable as truck farms or market gardens - these cities affording a demand for all the crops that are produced." ²

In the last half of the nineteenth century, seventeen new post offices for new communities were established in Alexandria County, and most of them began as railroad stops. With the expectation that the planned trolley lines would attract Washington residents to settle in Virginia, developments were laid out along their expected routes. In 1890, a subdivision known as Northwest Alexandria had been laid out in that direction from the City of Alexandria. It was advertised as convenient to Washington, with forty-five passenger trains running daily between Washington and Alexandria. The subdivision extended to within a fraction of a mile of the future southern boundary of Del Ray, one of the two initial subdivisions that eventually formed part of the Town of Potomac.

Establishment of Del Ray and St. Elmo Subdivisions

Charles E. Wood and his partner William Harmon, of Ohio, had assembled the land for "a suburban town called Del Ray, subdivided into lots numbered from 1 up to 1160," including part of Belmont Farm (home of the Lloyds), lying in Alexandria. The deed was recorded September 3, 1894.³ Del Ray was laid out on land purchased from Mary L. Lee, Elizabeth Lloyd (executrix of the estate of Richard Lloyd) and Rebecca L. Cook, for \$28,901 on April 20, 1894. The subdivision was laid out in a grid pattern, with the longer blocks running east-west, thus allowing the houses to be oriented to take advantage of solar energy in the winter, though this was probably not intentional. It is more likely that the street pattern resulted from the shape of the parcel, in relationship to the already existing Lloyds Lane, which ran east-west, connecting the two major routes of transportation. It is undeniable that the early residents of Del Ray enjoyed better public transportation than is available to them today. Most lots were 25' by 105' with the shorter dimension fronting on the street. That these were commonly used dimensions for town lots at this time

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(Longstreth) would seem to underscore the fact that Wood indeed thought of his development in urban, rather than suburban, terms. The small size of individual lots allowed persons of varying incomes to buy as many or as few lots as they could afford.

St. Elmo, also laid out on a grid plan, contained 491 lots. Each was also 25' by 105' and oriented along east-west roads that connected Mount Vernon Avenue on the west with the Washington-Alexandria Turnpike on the east.

Mt. Vernon Avenue, as the major through route, was wider than the other streets by twenty feet. There is some speculation that it was thus intended for commercial activity.⁴ In fact, however, the majority of early buildings along Mt. Vernon Avenue were residences, and commercial activities were scattered throughout the development. For instance, Mary Woodward had a bakery on the corner of Clyde and Peyton avenues (now 101 Del Ray Avenue.) This was a good location, only one block from the Electric Railway station. There was a grocery store at the corner of Lloyd Avenue (now Custis Avenue) and the Washington-Alexandria Turnpike. The butcher, Mr. Kidwell, actually delivered door to door from his wagon, according to long-time resident Camille DeLane. The zoning regulations that routinely separated commercial from residential uses were not universally enacted until the 1920s, some thirty years after Del Ray and St. Elmo were laid out.

Nevertheless, in a foreshadowing of such separation of uses, in order to protect the desirability of the subdivision for raising families, Wood had a title drawn up that would contain a covenant to restrict noxious or unsightly industries in the development. He restricted drinking establishments as well, probably so that what he perceived as the tarnish of the adjacent activities at the St. Asaph Race Track, located on the north side of Mt. Ida Avenue, would not rub off on his new family subdivision:

(The grantee) will not at any time before the first day of January A.D. nineteen hundred and two, erect, or build or cause or permit to be erected or built upon the hereby granted lot of ground, or any part thereof, any tavern, drinking saloon, tannery, slaughter house, skin dressing establishment, glue, soap, candle or starch manufactory, or other buildings for offensive purpose or occupation

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Additionally, to protect the visual aspect, the covenant went on to state

that no part of any building shall be erected nearer to the avenue or street front than fifteen feet; and that no barn, stable, coop or other out building shall likewise be erected nearer to the avenue or street front than seventy (70) feet; that no dwelling house costing less than eight hundred dollars shall be built upon said premises before the first day of January, A.D. nineteen hundred and two.

Apparently, Wood expected to sell most of the lots before January 1902. In fact, by 1905, the developers had sold 720 lots, 62%, at an average price of \$143 per lot. Most people bought two lots, though Jno. A. Butler bought 374 lots late in 1895. (Newell p. 23) In 1896 the Gazette carried an ad for "A substantially built building at Del Ray - 6 rooms, good locality, price \$950, rents for \$16/month" (1/2/1886).

Charles Wood and William Harmon had come from Cincinnati where they had developed two subdivisions in 1888. One was Branch Hill, and the other Hazelwood. When Wood, Harmon & Co. laid out Del Ray and St. Elmo, the residents were expected to use privies and wells, but the developers did advertise that the streets were graded, and lined with sidewalks and shade trees.

One of the first concerns of the citizens of Del Ray was a school. The first school was in a two-room building situated at what is now 208 East Howell. The teacher, in 1896 and 1897, was paid \$30 per month. The building was moved in 1898 to 204 E. Del Ray, where the Abundant Life Church is today. After serving as a public school, it served as a Catholic school, then as a Baptist church, and then was sold for \$73 to the Potomac Fire Company. The company moved it next door to where the present Fire Station stands at 213 East Windsor Avenue. It was moved with the aid of a windlass and a mule. (See picture.) When fire broke out, the firemen sounded the alarm on an enormous iron railroad engine wheel by beating it with a sledge hammer. The sound, it was said, could be heard in Alexandria. When the new fire station was built in 1924, the old building was sold to G. W. Stunkle, who use it to construct part of his side porch at what is now 51 East Windsor Avenue.)

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In September 1899 Joseph E. Supplee (who would later be the first mayor of the Town of Potomac), William E. Garrett and a Mr. Price, acting as school trustees for the Jefferson School District, purchased five lots at the northern tip of Del Ray for a school to serve both Del Ray and St. Elmo. The school, built in 1900, was quite impressive. It was brick, two stories, in the Colonial Revival style, with a low-pitched hipped roof, an octagonal cupola with a bell, symmetrical fenestration with six-over-six double-hung windows, a denticulated boxed cornice and corner quoins. (See picture). At hearings held to determine whether the city should annex part of the county in 1915, the School Superintendent said that Mt. Vernon School was "probably the most expensive building in the County, and cost something like \$30,000." It had "an auditorium with a capacity of 350, a stage and dressing rooms, and facility in the balcony for stereoptican shows."⁵ This school was demolished in the 1920s to make way for a new building.

Trustees for the Baptist and Methodist Episcopal churches began accumulating lots for future church use from the first years of the subdivision. The Methodist church was dedicated in 1894, in a small frame building at the corner of Clyde and East Windsor avenues. A replacement building occupies the site today. The Baptist church was originally in a frame building on Windsor Avenue, immediately to the east of the present fire station. The Catholic community of St. Rita's Missionary Parish rented a cobbler's shop at 213 East Custis for Sunday school in 1912. It later built a church on Hickory Street in what would become Mt. Ida subdivision.

Construction of the Potomac Yards began in 1902. The Yards were a major railroad switching point on the east coast. They opened for business in 1906, and eventually provided employment for many citizens of St. Elmo, and about a third of the residents of Del Ray. According to Newell's research, Del Ray had a predominance of middle-class white-collar workers.⁶ This author's tabulation of occupations for residents of Del Ray listed in the 1910 city directory shows that approximately one-third worked in railroad-related jobs, one-third were listed as clerks (many of whom commuted to the District of Columbia, where they worked for the Federal Government as it grew) and one-third provided local services such as grocer, hauler, butcher, banker, justice of the peace, etc.

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Perhaps because of the rough activities at the race track flourishing between Del Ray and St. Elmo, or because of the general economic slump in Alexandria at the end of the century (the Gazette on February 9, 1898, printed an article decrying the number of "idle houses," and reported that more houses were for rent or sale than ever before in Alexandria's history), few lots in Del Ray had been built upon before 1905. However, speculators were not hesitant to buy and wait. Many people bought a lot for a house and several more, usually in the name of their spouse or other relatives, for investment purposes. Often they bought lots in both St. Elmo and Del Ray.

In January 1898 the Gazette published an article touting "the great advantages of the city for commerce," and its reputation "as part of the itinerary to the nation's capital" for those taking the Southern Railroad. However, in February of that year, it ran another article decrying the high taxes, and "the general torpor which is gradually settling over the city that has placed it in a partial eclipse, and which is compelling people to relinquish business here and others to leave altogether . . . the picture is a gloomy one, but it is . . . destined to stare at us for some time, until confidence is restored and legislation conducted pro bono publico, and not in the interests of individuals born with single ideas, and they erroneous ones."⁷

In June 1899 the Gazette wrote of the natural advantages of the city, and said "real estate here can now be bought or leased as such small figures as are surprising to those who don't live in the city, and if there be anything real in the reported prosperity of the country, the capital of the nation must soon receive its share of it and therefore become a great and populous city, and Alexandria will derive a full share of the benefits that will naturally accrue from propinquity." (p. 2)

The St. Asaph's Race Track and the Campaign for Clean Government

The Hopkins Map of 1894 shows a driving park on the land of Alex McKericher, north of Mt. Ida Avenue, between the future subdivisions of Del Ray and St. Elmo. McKericher paid taxes on one hundred acres at "the Old Race Track" including improvements

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worth \$2,500 in 1898.⁸ The track was chartered February 24, 1888, as the "Alexandria Gentlemen's Driving Club" with an authorized capital of a maximum of \$20,000. J. M. Hill managed an "Opera House" at the track, as well as running the betting.⁹ The track soon became known as St. Asaph's.

St. Asaph's Race Track and Gambling House were so popular that a special spur of the Washington, Alexandria and Mt. Vernon Railway was built directly to them in 1894 to bring in patrons from both Washington, D.C. and Alexandria. It was reported that 1,800 people made the trip to the gambling house daily. In November 1895 the railroad advertised sixteen round trips daily between Alexandria and the Driving Park, from 6:30 AM to 9:30 PM. In 1905 the gambling operation employed thirty-seven people, "mostly gamblers" -- or one for every house then standing in Del Ray! This gambling operation and others in Rosslyn and Jackson City (at the foot of the Long Bridge) attracted violent people who attacked farmers and school children traveling between the county and Washington. In the 1890s a "Good Citizens League" was founded to try to end the nuisance.

The crusade to shut down the gambling at race tracks such as St. Asaph's was carried to the state legislature in the winter of 1896. Articles in the Alexandria Gazette reported shameful activities such as affixing lead shoes to the horses to slow them down and skew the races (January 1, 1896). In fact, however, the Gazette placed ads for "Racing Every Monday, Wednesday and Friday Until Further Notice -- Objectionable Characters Will Be Positively Excluded" adjacent to articles about the crusade to end racing.¹⁰ The citizens of Alexandria and Del Ray were very active in this campaign. One of the most prominent was Joseph Supplee, who had moved to Del Ray in 1895 and was later to become the first mayor of the Town of Potomac. A petition was circulated against horse racing during the legislative session, and ministers and businessmen headed mass meetings to protest the continuance of the racing and gambling. Joseph Supplee was quoted as "defying anyone to prove the race track had brought any dollars to the community . . . it kept away good law-abiding citizens." He asserted that if it were gone, the country between Alexandria and Washington would be built up immediately...and "thus bring a more actual pecuniary

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benefit than the race tracks could ever accomplish."¹¹ The committee as a whole, however, protested that since they "are mostly Virginians and like a good horse race" they were not opposed to the races per se but to the gambling.

The legislature, also being composed of good Virginians, did nothing to control the situation, but in 1902 a new state constitution, which changed the voting laws, led to the election of several county officials who had the support of the Good Citizens' League.¹² Among them was Crandal Mackey, elected as Commonwealth's attorney by a vote of 323 to 321.¹³ He was dedicated to cleaning up the lawlessness in the county, at one point even leading a group of men with axes to chop down the doors of the gambling houses. The special railroad spur to the tracks was closed in 1895 but St. Asaph's was not finally closed until 1904.

The Turn of the Century

In 1900 Alexandria County residents in general did not yet have electricity or water and sewer systems, though these were available in the neighboring city of Alexandria. County residents still used wells and outhouses, as well as kerosene in their lamps at home and in their first street lights. Screens were not in use. Cooking and heating were by wood or coal in potbellied stoves and kitchen ranges. Ice was cut from the ponds and canals and packed in sawdust for use in the summer by those without spring houses for refrigeration.¹⁴

The 1900 map by Howell & Taylor shows Mount Vernon Avenue extending from Braddock Road through Del Ray, passing west of St. Elmo to Georgetown Road (later Glebe Road). The City Council of Alexandria owned a large parcel including the site of the Poor House which reached from Bellefonte to Poor House Lane, and west from the Washington-Alexandria Turnpike half the distance to Mt. Vernon Avenue. Del Ray had a station at the end of Peyton Avenue for the Washington, Alexandria and Mt. Vernon Railway, which by 1906 was running thirty trains a day between its termini, carrying 1,743,734 passengers that year.¹⁵

The economy took an upturn after the 1900, and by 1903, an article

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in the Gazette reported:

New homes are going up in every direction, some of them very costly . . . During the past ten years (the county's) wealth has increased tenfold . . . There is not a vacant house in the county, and the demand for houses by tenants far exceeds the supply. In twenty years Alexandria County will be a great city with 100,000 inhabitants and 20,000 homes if the present growth is maintained, and with electric railways at almost every door and costly villas on every hill, Alexandria County will be the proudest spot on the map of Virginia. Already the real estate transfers in the County exceed those of Alexandria City three to one.¹⁶

The Town of Potomac, 1908-1929

In 1905, improvements were assessed on only thirty-seven lots in the original Del Ray subdivision. Citizens wanted better services not only to improve their own circumstances, but also to attract more residents. They felt that municipal status would allow them to negotiate for services such as better street lighting and road repairs, and to regulate unhealthy conditions such as standing water.

The citizens of Del Ray and St. Elmo, the other Wood, Harmon subdivision to the north, met October 19, 1907, to hear and approve a report recommending incorporation of the two villages. Joseph Supplee presided. The proposed charter for the town was to be distributed to the citizens, who at that time numbered five hundred. If they approved, the matter would be "at once taken up in the State Legislature and application will be made for incorporation." ¹⁷

On January 4, 1908, a meeting was held at the Del Ray school house, at which it was decided that the two villages should be incorporated as the town of Potomac. The charter for incorporation was to be placed in the hands of Delegate James R. Caton, of Alexandria, and State Senator Thornton, of Jefferson District, Alexandria County, where the town would be situated, to use their efforts to have the matter passed.

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As the Gazette of February 21, 1908, reported, "House Bill 150, to incorporate the Town of Potomac, was taken up and passed without debate." It received final approval March 13th, 1908. The incorporation was carried out "despite the protests of the County Board of Supervisors."¹⁸ The boundaries of the town were described in the charter as:

Beginning at the north intersection of Bellifont Avenue in the Subdivision of Del Ray with the Washington and Alexandria Turnpike, along the west side of said Turnpike to the Old Georgetown Road, the same being the northern boundary of the subdivision of St. Elmo; thence westerly along the south side of said Georgetown Road to the dividing line between S.P.A. Calvert and Charles E. Wood; thence westerly along the said line of Calvert and Wood to the west line of the Washington, Alexandria and Mt. Vernon Railway Company; thence following the said west line of the said Railway Company to its intersection with Lloyd's Lane and Bellifont Avenue to the beginning.

The territory of the new town included the land between the original southwestern limit of Del Ray subdivision at the intersection of Clyde and Bellefonte avenues and the Washington, Alexandria and Mt. Vernon tracks (today's Commonwealth Avenue, originally called Washington Avenue, follows this route), which was sold as Del Ray Section 2 after 1911, and also added the land that formerly bore the St. Asaph Race Track. This land was subdivided as Mount Vernon (a small parcel next to Mount Vernon Avenue in 1921) and Abingdon in 1922. The area west of the Washington & Old Dominion tracks and north of Randolph Avenue, fronting on Raymond, Hume and the south side of Clifford avenues, was laid out as Hume Subdivision, also developed in 1922. The Oakville Triangle, the area east and north of the W. & O. D. tracks and fronting Calvert Avenue on the north and the Washington Alexandria Turnpike on the east, was largely developed in industrial uses in the 1940s. A few bungalows from the 1920s remain on Calvert Avenue, but the area is cut off from the rest of Potomac by the railroad tracks.

According to the Nethertons, the charter of the town of Potomac restricted the town's property owners to persons of the "Caucasian Race."¹⁹ The town, in advertising in the 1924 City Directory, claimed to be the only municipality in the United States that did

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not have residents "of African Descent." The atmosphere at the early part of the century was not one of tolerance. Laws passed under the Virginia constitution of 1902 eventually denied the right to vote to non-Caucasians. The KKK had been very active in Northern Virginia since it had been reorganized in 1915. In 1924, the Klan held an immense cross-burning ceremony on the hills above Rosslyn, the light from which was visible in Washington, D.C. A long-time resident of Del Ray says that there was an active branch of the KKK in the area until the race riots of the 1960s.²⁰ However, a spot check of a small sample of deeds for areas ultimately included in the Town of Potomac revealed restrictions as to race only in some, not all deeds for Abingdon (e.g., Helen Reed to P. E. Allen et ux, 1925; Smith to Manning, 1925; Smith to Erzine, 1925.) Also in 1925, property was deeded by Rollenhagen to Barnett, from Cato to Cato, and from Desmond to Dwyer, without any racial restrictions. Blanket restrictions against non-Caucasians were in effect in other Northern Virginia subdivisions such as Addison Heights (restricted both rental and ownership by non-Caucasians until after January 1, 1920--the original deed was filed in 1913); the Jones Addition to Livingston Heights, 1922; and Alcova Heights, 1921.

Interestingly, as of 1896, one lot, #22, in Del Ray is listed in the "Colored" section of the assessment books as belonging to a George E. Lancaster of D.C. He appears to never have built upon the lot, but retained ownership through 1932. Also in 1915, lots 216 and 218-220 are listed in the "Colored" section of the assessments records as belonging to Aaron O'Dell, with a house assessed at \$600. By 1920, however, O'Dell had sold his land and the new owner was listed in the "Whites" section of the records. Perhaps by 1932, the color bar was beginning to break as Assessments records that year show four property owners listed as colored, owning a total of ten and a half lots; one lot had a house on it.

The new town was to be governed by a mayor, and a council of six, to be chosen every other year, by ballot. Its officers were to include a clerk, a treasurer and a sergeant. The first mayor who was appointed until elections could be held in June (later changed to September 8) was Joseph Supplee, who had been active in the crusade against gambling at the race track. The first appointed

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council included George Zachary, Richard Roberts, Walter Varney, William Kidwell, Charles Campbell, H. H. Powell, W. T. Emerson, J. V. Barrett and J. A. Carpenter. These men were representative of the cross section of white and blue collar citizens of Del Ray. According to the City Directory of Alexandria of 1910, their occupations included printer, clerk, teamster, attorney, butcher, steamfitter, engineer, and grocer.

The new municipality was granted the power to tax both personal and real property immediately for the purpose of improving sanitary conditions and securing police protection, as "an emergency exists," according to the act of the Assembly. One of the first items addressed by the new town council was to advertise for bids for the electric light franchise. Priority was also given to addressing the problems of sewerage, draining of standing water, and passability of streets.

When lighting was installed in 1909, the town of Potomac was served by the Arlington Lighting Company, which owned the electric lines, with power being provided by the Alexandria company. A map at the Lloyd House library shows the proposed extension of the lines along Mt. Vernon Avenue.

By 1908 there was a bank on Mt. Vernon Avenue. In May 1923 the Bank of Del Ray was chartered, with J. W. Varney, E. D. File, and Carl Budwesky as officers. John R. Harding and J. W. Carpenter were also on the Board of Directors. However, the Del Ray branch of Citizens Bank apparently outlasted the newcomer. A post office and telegraph office were located in St. Elmo but accessible to Del Ray. In addition, the 1910 city directory lists the following commercial establishments within the Del Ray area: a butcher, two grocers, two bakers, a dressmaker, and a tailoress. Professional services were provided by two ministers, two attorneys, a magistrate, and one doctor, Robert Yates, who was active in trying to improve sanitary conditions in the new town. Twenty-four people are listed as clerks, making that the dominant employment category listed. Twenty-seven people are listed in various jobs that are clearly related to railroading, from engineer to telegraph operator. The town council's efforts made the new community more attractive to new residents, and this, in combination with income available from the surge of jobs attendant upon the entry of the United States into World War I, is reflected in the increase in

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building. By 1915 improvements were assessed on 111 lots. The 1915 assessments show that Charles Wood, the original developer, no longer owned any lots in Del Ray.

Mount Vernon School had been built between 1905 and 1906, and the Town Council met in its basement until it got too cold. Then they met at the home of the justice of the peace, Edward Clark, on East Lloyd Avenue, paying \$5 per month in the summer and \$8 per month in the winter. ²¹

By 1915, there were still no high schools in Alexandria County because "the majority of children of high school age are exempt from high school tuition in the city of Washington, and they go there and until this year anybody could go there free of tuition."²² The desirable teacher-pupil ratio at that time was considered to be not over forty-five children with one teacher for each class.

Water was mostly from the city or from the Alexandria Water Company, which had a pipe running to St. Elmo through Del Ray. The first hook-up in Del Ray appears to have been # 2585, to S. J. Heare, living at 218 East Oxford Avenue, on August 8, 1896. On October 5, 1907, the Alexandria Gazette reports a meeting of the residents of Del Ray to request that water be extended to their "village" by the Alexandria Water Company. Petitions were circulated by Walter Varney and George Zachary, and fifty residents signed up to receive Alexandria water.

Though the city of Alexandria had water piped to subscribers as early as 1857, the company had only 3 1/2 miles of pipe in the county in 1915. Plans were made to extend its line "from Leesburg Pike through Braddock, down Washington Avenue to the Park addition and the Poor House, thence north on Mount Vernon Avenue through Del Ray." ²³ In 1907, most houses still had wells, but some were polluted.

The sewerage and water needs of the new subdivisions helped produce a subdivision ordinance in the county in 1914, but by then Del Ray had been in existence nearly nineteen years.

In 1915, and indeed through the twenties, most roads in the county were sand and gravel. The 1925 annual report of the town of

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Potomac reports on the use of cinders from the rail yards to surface the roads. A photo in the National Archives of the Washington Alexandria Turnpike taken in Potomac in 1930 still shows the roadway unpaved.

The original two-plank sidewalks were replaced by the town in 1916, when it also upgraded the roads, using gravel and cinders. In 1927, sidewalks were laid on Mt. Vernon Avenue between Mt. Ida and the W.O.D. tracks. Mount Vernon Avenue itself had been paved in 1912 or 1913 and repaved in 1927 and 1928. ²⁴

In 1915, the Capital City Telephone Company had five miles of poles in the Jefferson district, and Southern Bell Telephone Company had 3 1/2 miles of poles carrying 16 2/3 miles of wire in Jefferson district. Though ads can be found in the Alexandria Gazette as early as 1896 for telephone service (listing the names of the eighteen progressive individuals and businesses who subscribed), and the service was extended to Potomac by Southern Bell in 1911, by World War I there were still only 555 subscriptions in the County. ²⁵

By 1915, the Alexandria City Gas Works had "between 1,600 & 1,700 customers, but the gas lines stopped at Payne & Duke Streets." ²⁶ There was still discussion going on in 1926 of extending the city gas mains into the town of Potomac. ²⁷

The city of Alexandria tried to annex the part of Alexandria County containing the town of Potomac and the Potomac Yards, which represented a prime source of tax revenue, in 1915. The citizens resisted vigorously, testifying that though the city of Alexandria had fifty-seven barrooms, there were none in the county. Annexation was denied.

In 1917, Potomac played host to a group of soldiers and sailors who camped on the site of the old race track. They were offered hospitality by members of the town. Many of them suffered from the severe flu epidemic, which was exacerbated by the lack of sewer service.

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Continuation SheetSection number 8 Page 50Transportation in the Early Twentieth Century

The siting of Del Ray took advantage of excellent transportation connections not only for commuting, but also for pleasure. The Washington, Alexandria and Mount Vernon Railroad (which began life as the Alexandria and Fairfax Railroad) was the first electric railroad to cross the Potomac River and go to Alexandria. It was built between 1892 and 1904 and it ran along the route of today's Commonwealth Avenue. Between 1906 and 1916 it took passengers from Washington, D.C., and Alexandria to Frederick Ingersoll's amusement park, Luna Park, which was built by the railroad at Four Mile Run. ²⁸ Washington Luna Park, which was chartered in 1905, had the right to five hundred acres on which it would provide "the best class of entertainment as now maintained in the United States and Europe." ²⁹ The park cost \$350,000, with exotic architecture and shows featuring, among other things, elephants. After a disastrous fire, however, the park waned in popularity, and was dismantled in 1915.

The WA&MV railroad not only provided transportation to farmers, commuters and students, but also to tourists. It ran not only to the amusement park, but also to the Mount Vernon shrine, which, since it had been opened to the public in 1859, had been accessible only by a slow trip down the Potomac River, by excursion steamer or by private boats. The existing roads used for transport in the last decade of the nineteenth century were still winding and not paved, so that improvement was urgently desired. From 12th Street and Pennsylvania Avenue, D.C., where the WA&MV tracks terminated, to Mount Vernon was exactly 12.8 miles via the trolley cars, and cost 80 cents. Now tourists and residents could ride easily and farmers could conveniently ship their produce to market. The line was profitable until the 1920s, when it went into receivership. ³⁰ In 1932 the trolley, which had been losing business to the auto, was phased out, when the federal government took its Washington terminal to use for new federal buildings. Its right of way was used for the George Washington Memorial Parkway.

The Washington and Old Dominion Railroad had succeeded the Alexandria, Loudon and Hampshire Railroad, and by 1915 connected Alexandria to the District of Columbia, Rosslyn, Great Falls, Purcellville, and Bluemont. It stopped at Alexandria, the Potomac Yards, Alexandria Junction, St. Elmo, and to Bluemont Junction,

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which complete trip took only fifteen minutes. In Alexandria, the line connected to the Southern Railway for journeys in that direction. 31 The last passenger train on the Washington and Old Dominion ran on May 31, 1951. Part of the reason for the dissolution of the company involved the tremendous expense of protecting the driving public from accidents at the prevalent on-grade railroad crossings. 32

Bus operations became profitable in the 1920s as they provided more flexibility in routes than the trolleys or the railroad. Between 1926 and 1928 the newly established bus company of Leon Arnold grew from nine buses per day with an average of 1,500 passengers to twenty-two buses per day with an average of 5,000 passengers. 33

The 1920s

Many of the new workers who came to Washington as a result of World War I found such suburbs as Del Ray convenient for commuting. The government grew during that war and again during the Depression and World War II, and the demand for housing remained high as new jobs were created to serve the needs of the growing federal presence.

By 1921, as shown on the Sanborn Insurance Map, a total of 168 buildings stood in the original subdivision of Del Ray, excluding auxilliary buildings such as garages and chicken coops (an ad in the Alexandria Gazette for the new subdivision of Mt. Ida established in this period stresses that a family living there could have its own chicken coop--as today's subdivisions advertise that children moving to them can have dogs.) The residential buildings were uniformly of frame construction except for two at 215 and 219 East Oxford Avenue, and one at 403 East Howell. The house at 404 East Windsor was of stone. The house at 210 East Howell was identified as being of metal, but by 1957 it was identified as frame. Forty-six building permits were issued in 1923 and ninety in 1925 (this includes the whole town of Potomac, not just the original Del Ray subdivision.) The Committee on Building reported in the 1924 yearbook that:

This we believe is a record year in building activities. A number of very fine dwellings have gone up and among the business houses might be mentioned the Harding Block of three stores and apartments, the Ezrine block of four

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stores and four apartments and the Bank of Del Ray and two apartments, all of brick and tile construction.

Businesses that were identified on the 1921 Sanborn map include groceries at the corner of Howell and Mt. Vernon, and on the south side of Oxford on both the east and the west sides of Mt. Vernon. Underground gas tanks, indicating gas stations, were on the same lots as the two groceries on the west side of Mt. Vernon. A variety store stood in the middle of the 2000 block of Mt. Vernon Avenue on the west, and a barber shop was located on the east side of Mt. Vernon Avenue in the 2300 block. A large greenhouse operation was located in the middle of the south side of the 300 block of Windsor Avenue. Mount Vernon School was shown where it is today (though today's building is a replacement of the original.)

A promotional brochure for the Mt. Ida Subdivision, published in 1922, was supported by businessmen of Del Ray who hoped to attract business from the new residents nearby. Advertising listings included: The Del Ray Meat Market, Geo. (sic.) W. Hatton, Proprietor; American Grocery Store, Lloyd Ave., Del Ray, A. F. Driscoll, Proprietor; The Del Ray Department Store; S. D. DeVaughan, Contractor and Builder, Del Ray; J. C. Ellis, Real Estate and Insurance, Mt. Vernon and Oxford Avenues, Del Ray; Del Ray Barber Shop, James Donato, Proprietor; Milk! Milk! Rich and Pure, W. M. Moriarity, Del Ray; T. H. Coates, Cleaning-Dyeing, Pressing-Repairing, Mt. Vernon and Oxford Avenues; and the Del Ray Drug Store, W. H. Whittlesey, Proprietor. All were neighborhood businesses fulfilling the needs of the surrounding residents. Interestingly, many of these establishments were scattered throughout the Town, rather than being concentrated on Mount Vernon Avenue--a foreshadowing of the mixed use recommended today by up-to-date planning theory.

A health clinic was set up in the Del Ray section of Jefferson District in 1923.³⁴ A concerted effort was made by the town to complete the sewer hook up and do away with privies. In 1923, R. J. Yates, the town physician and chairman of the Committee on Sanitation, reported 318 sewer taps, and by 1924 it was reported in the Arlington County Directory that Potomac had "the distinction of being the only town in the state which installed a complete sewer system upon every street then existing within the Town . . . so that connection could be made from any lot or tract of land." By

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1925, the Committee on Public Safety and Property reported that "all cesspools and outside toilets have been done away with and our town has become a most healthy place to live in, the sanitary conditions being excellent." ³⁵

With the majority of the buildings of the town of Potomac being of wood, fire was of major concern. The town had two volunteer fire companies of fifty men each: Del Ray Engine and Motor Company #1 and St. Elmo Company #2. The two companies were consolidated at the Del Ray station (at that time the old Baptist Church, which had been moved to Windsor Avenue) on November 6, 1924. W. U. Varney was the first president, J. R. Harding the first vice president, W. B. Fulton the recording secretary, J. R. Johnson the assistant recording secretary, and R. G. Craver the treasurer. The company began with one Reo Engine Pumper with a 300-gallon tank and one model T Ford Chemical Wagon with a 235-gallon tank. Funds for new equipment were raised by dues, donations, and benefit movies shown at the Palm Theatre (the building still stands at 2402 Mount Vernon Avenue). ³⁶ In 1925 the county installed fire plugs on county roads, and the Town invested in new equipment.

In order to house the engines the old property known as the fire engine house (the old Baptist Church) was purchased from the Board of Supervisors (of Arlington County, as Alexandria County had been known since 1920) at a public sale for \$1,175.00, with a slight additional cost the building was fitted up so that the Council could hold their meetings and the Mayor his trials. A garage was built in the rear of the building to house the one man grade, one lot was also purchased adjacent to the building giving the Town a frontage of 50 feet on Windsor Avenue . . . It is the belief of these committees that the town is outgrowing its present quarters and it will be necessary to erect a more modern building to house the fire engines and the council. ³⁷

By 1925 the plans had been expanded to include

A suitable building to house the fire engines, a jail so that prisoners could be used and worked on the town streets at great saving to the tax payers, suitable quarters

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in which the Council could meet, and last but not least a large auditorium for use of the entire community.

Bonds were sold to finance the new building after eighty-five residents voted in favor of the issue. Sixty residents voted nay. Francis Drischler was employed as architect. The lowest bid, \$24,898, by David Bayliss, of Braddock, was accepted. The bid did not include the cells for the jail, the heating plant or the electric light fixtures, the combined cost of which was estimated at about \$5,000. The committee acquired two more lots adjacent to the original site of the old fire house, making a total frontage of one hundred feet on Windsor Avenue.³⁸ The cornerstone of the new brick Potomac Fire House and Town Hall, which still exists on East Windsor Avenue, was laid the following year, 1926.

By 1924, the Arlington Directory described the town of Potomac as "suburban in nature, dotted with beautiful homes and happy families." By this date, the directory listed a high school in the town as well as two volunteer fire companies of fifty men each and a complete sewer system serving every dwelling in the town. The town now had a police department of seven men, a building inspector, an electrical inspector, an officer for the Board of Sanitation, a sanitary engineer, and a corporation attorney. The town also promulgated its own building codes.³⁹

In addition, by 1924, though most families owned cars, and the Washington-Virginia Railway Company (successor to the Washington, Alexandria and Mt. Vernon Electric Railway) provided ten-minute streetcar service between Alexandria and Washington. The Alexandria, Barcroft and Washington Rapid Transit Company offered transport every twenty minutes between the two cities as well. By 1924, the town had more than thirty stores: ten groceries, about five dry goods stores, three car garages, two barber shops, and four real estate and insurance companies, plus repair shops, cleaners and clothing shops, and even a movie theatre. The theatre, The Palm, showed westerns and a serial on Saturday afternoons to the faithful crowd of neighborhood children.

In 1923 the town clerk had complained of the difficulty of collecting taxes without an efficient filing system showing ownership of lots. With prodding from town merchants and the post office, enamel street markers were erected at intersections in 1925

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and numbers were assigned to every parcel. An appeal was made to citizens to secure the numbers for their houses and place them where they could readily be seen.

Annexation: 1927-1929

Alexandria tried to annex the town of Potomac again in 1927, and this time it was successful, though the townspeople originally opposed the transaction and refused to reelect the council members who supported the annexation. Though the new council members originally voted against annexation, eventually sentiment changed and the resolution was rescinded. The process took two years, but annexation was approved on May 4, 1929. With the town of Potomac, the city of Alexandria gained a health center and fire station, though it had to pay the county \$500,000 for public improvements in the annexed area. Alexandria assumed the outstanding debt of the town, which was \$119,000.⁴⁰

The population of Potomac at the time of annexation was 2,355. The town of Potomac contained 238.10 acres. The assessed value of all the territory annexed from Arlington County (including the Potomac Yards) was \$4,317,516. With annexation, the tax rate for citizens of Potomac dropped from \$3.60 per \$100 assessed valuation to the prevailing Alexandria rate of \$2.65 per \$100.⁴¹

Testimony given at the hearing said that the city desired the annexation because of its congestion, and because it could render superior service to the county residents, by providing an adequate sanitary sewer system and by improving the streets and parking.⁴²

With annexation, Company Number One of the Potomac Fire Department became Alexandria's Potomac Truck and Engine Company Number Two. It brought with it fifty active members and twenty-five on the honorary roll. It is interesting that, though Alexandria had had a phone system since 1891, phones were not installed in the fire stations until 1930. The rescue squad, formed at the Potomac Station in 1930, was the first in Alexandria. Alexandria Company Number Two covered all of Arlington, Fairfax and occasionally East Falls Church, answering more than two hundred alarms a month. In December of 1945, the company fought the worst fire it had faced to that time, when the Del Ray Recreation Center (originally built by

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J. H. Poladian in 1939), Del Ray Apartments, Del Ray Restaurant, and in fact all the businesses located on the east side of the 2400 block of Mount Vernon Avenue burned, leaving thirteen families homeless.⁴³ The Poladian building was rebuilt in its original Art Deco style which can be seen today.

The annexation produced a dispute over whether the pumper from the Potomac Fire Station would go to Arlington or Alexandria. It resulted in a suit by the outgoing mayor of Potomac, W. B. Fulton, and councilwoman Naomi B. Craver.⁴⁴ Nevertheless, efforts were made to make the transition as amicable as possible. Annexation was marked by a gala program of music and dance at the Potomac Fire Station, preceded by an auto parade between Potomac and Alexandria. According to the Alexandria Gazette of Dec. 29, 1929, "On the stroke of twelve, the big siren at the engine house will let loose to announce the birth of 1930, and incidentally to announce that the territory formerly part of Arlington County is from then on a part of Alexandria."

The 1930s

The Potomac Citizens Association continued to be active after annexation as before, sponsoring activities for the community such as Christmas parties for the children, at which they were presented with "attractive stockings filled with candy, fruit and nuts" courtesy of local businesses.⁴⁵ After the annexation, the Citizens Association was reorganized and expanded to include the whole of the newly annexed territory, beyond the borders of the town of Potomac. The Town Hall, henceforth known as the Community Building, continued to serve as a community meeting place, with a fully booked schedule. For example, for the week of January 4, 1930, the following meetings were held: Monday, the Patriotic Order of Americans; Tuesday, the Patriotic Sons of America; Wednesday, the Auxiliary of the Alexandria Fire Department; Thursday, the Potomac Social Club; Friday, the Potomac Industrial Association; Saturday, a square dance sponsored by Mount Vernon Council Number One of the Daughters of America.⁴⁶ On other occasions, the Rappahanock, Fredericksburg and Potomac Shopmen used the Hall.

Many clubs provided occasions for Potomac neighbors to socialize and engage in constructive activities, including the Women's

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Missionary Society of the Del Ray Methodist Episcopal Church, Mrs. Sowers's Bible class at the Del Ray Baptist Church, The Potomac Lodge of the Odd Fellows, the Henry Knox Field Masonic Lodge (which was meeting over the fire department at the time), the Friday Night Club and the Club of Twelve. The Del Ray Athletic Club enthusiastically supported a basketball team, the Red Birds. There was also a girls' basketball team and even a Yoyo Club "under the able leadership of popular local dentist Dr. C. L. Major."⁴⁷

At the time of annexation, there were 1,150 students in the two Potomac schools : Mount Vernon School had 800 students in six grades, where the fifteen teachers handled average classes of fifty-three students each, and George Mason School, built in 1923, which had 350 students in the junior and senior high school curriculum, with an average class size of twenty-nine. The high school had a cadet corps of over one hundred members and "a splendid drum and bugle corps which last year won the Arlington County Competitive Drill "⁴⁸

While building permits from the town of Potomac are not available,⁴⁹ a count of buildings on the 1931 Sanborn map of the original area of Del Ray (Section 1) shows 257 buildings. The map of the whole area of the town of Potomac shows 590 buildings by the time the 1931 Sanborn was finalized. Building permits for the area of Potomac are largely available for the period after annexation: three issued in 1930, one in 1931, ten in 1932, fifteen in 1933, five in 1934, eighteen in 1935, thirty-eight in 1936, fourteen in 1937, twenty-seven in 1938, and twenty-four in 1939: a total of 155. By 1930, businesses had begun to cluster along Mount Vernon Avenue, and major improvements to that avenue had been scheduled.

Present-Day Del Ray

In the 1970s businesses were in decline along Mt. Vernon Avenue, though a resident of 41 years could recall it thriving in her youth, with five-and-dime stores and movie theaters. In an effort to revitalize the area, the city embarked on a \$2 million program of loans and assistance to thirty-two businesses, and earmarked 2.5 million to route many of the street utilities underground.⁵⁰

Both the city and the Citizens Association of Del Ray are committed to boosting the commercial vitality of Mount Vernon Avenue, and to

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maintaining the ambience and livability of the residential areas. A historic district will promote these objectives and bolster community efforts to resist the development pressures produced as the Potomac Yards area, across Route One to the east, is intensively developed.

ENDNOTES

1. (Jottings from the Annals of Alexandria, p. 134)
2. F.L. Brockett
3. (Deed Book R 4, page 171, Arlington County. The plans for Del Ray are in Liber O #4.)
4. Newell, p. 21
5. (Arlington History Magazine, II, 4, p. 32).
6. Newell, p. 83.
7. Alexandria Gazette, Feb. 19, 1898, p. 3.
8. Alexandria County Assessments, 1898.
9. From an undated newspaper article in the Lillian G. Perry Scrapbook at the Lloyd House in Alexandria.
10. Alexandria Gazette, January 2, 1896.
11. Alexandria Gazette, January 27, 1896.
12. This author has read the original Charter of the Town of Potomac without finding any reference to race. The deeds for property in the subdivisions of Del Ray I and II, St. Elmo and Hume appear to be free of race restrictions, even through the twenties. Several deeds for property in Abingdon, however, written in the twenties, do contain exclusionary clauses. Other jurisdictions also had exclusionary covenants at this time. The Town of Herndon, for instance, passed an ordinance in 1923 restricting the sale of property to non-whites without permission of the Town Council. (Netherton, in Fairfax County, A History, p. 540)

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13. Netherton, p.103.
14. (Netherton, ibid. p. 98)
15. Netherton, p. 91.
16. Alexandria Gazette, October 30, 1903
17. Alexandria Gazette, 10/19/1907.
18. Rose, "The 1929 Annexation" p. 18.
19. Netherton, p. 133.
20. Pete Crabill, personal communication, July, 1989
21. Naomi Craver, in The Alexandria Gazette
22. Superintendent William Hodges, Alexandria County, at the annexation hearings, 1915, in C.B. Rose, "Annexation of a Portion of Arlington County by the City of Alexandria in 1915", p. 32.
23. C.B. Rose, op.cit. p. 28
24. Naomi Craver, "Potomac Was Incorporated Twenty-Two Years Ago," Alexandria Gazette, January 2, 1930.
25. Netherton, A Pictorial History of Arlington County, p. 99
26. Ibid., p. 99
27. Alexandria Gazette, 9/25/26.
28. Rick Kunro, "Evolution of the Suburbia: an Analysis of Development in Arlington County, Virginia", 1977
29. Charter Books, Arlington County, 20 December, 1905.

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30. Philip Bagdon, pp. 20 - 32.
31. Ames Williams
32. Netherton, ibid. p. 175.
33. Netherton, ibid. p. 146
34. R. G. Beachley, M.D., p. 38.
35. Yearbook, Town of Potomac, 1925.
36. Chief Sampson's Scrapbooks
37. Yearbook, Town of Potomac, 1924.
38. Yearbook, Town of Potomac, 1925.
39. The codes are available on microfilm at the Lloyd House in Alexandria.
40. C.B. Rose, "The 1929 Annexation", p. 18.
41. M.T. Dwyer in the Alexandria Gazette, January 1, 1930.
42. C.B. Rose, op.cit., p. 14. This despite the claims of Potomac to have a complete sewer system already. Rose goes on to say that Alexandria probably wanted the revenue from the Potomac Yards, which contained most of the public utility property in the disputed part of Jefferson District. The Yards in 1928 were assessed at \$1,420,374 and paid the county \$29,450 annually in taxes on capital.
43. Chief Sampson's Scrapbooks
44. Alexandria Gazette, Dec. 31, 1929.
45. Businesses listed in the Gazette as sponsoring the Christmas party of 1929 included the Del Ray Drug Store, Mooney Dry Goods Store, The Sanitary Stores, A & P Stores, Hamiltons Novelty Store,

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Service Hardware, Rexall Drugs, Sol Cohen's grocery, Miller's Market, Potomac Lunch, the Potomac Yards Service Station, and United Union Lunch.

46. Alexandria Gazette, January 4, 1930.

47. Alexandria Gazette, January 15, 1930.

48. Alexandria Gazette, January 2, 1930.

49. Tradition has it that the building permits were among Town records burned by those disaffected by the annexation. Some credence may be lent to this by the fact that the copy of the Town Yearbook for 1923 which is in the State Archives in Richmond is charred. Fortunately, many building permits issued by Alexandria after annexation are on microfilm in City Hall. Some originals with blueprints remain in cardboard boxes at the Alexandria Archives.

50. Marc Lacey, "Where We Live: Despite Diversity, Del Ray has a Sense of Community", Washington Post, 7/18/87.

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Note: Points referenced below are plotted on accompanying Sanborn map.

Verbal Boundary Description

Beginning at Point A located at the southwest corner of the intersection of Commonwealth and East Bellefonte Avenues; thence proceeding east along the south side of E. Bellefonte Avenue to Point B, directly opposite the southeast corner of the property at 516 E. Bellefonte Avenue; thence proceeding north to Point C at the northeast corner of the property at 516 E. Bellefonte Ave.; thence west to Point D along the rear property lines of lots 512-516 E. Bellefonte; thence north to point E across E. Howell Ave. from the northeast corner of the property at 509 E. Howell; thence west to Point F, at the southeast corner of the property at 504 E. Howell Ave; thence north to Point G at the northeast rear corner of the property at 504 E. Howell Ave; thence east to point H at the southeast corner of the property at 517 E. Windsor Ave.; thence north to point I at the northeast corner of the property at 521A E. Custis Ave; thence east to point J at the northeast corner of the property at 2200 Jefferson Davis Highway, Rte. 1; thence north to point K at the northeast corner of the intersection of the linear park formed by the old Washington and Old Dominion Railroad right of way; thence following the northern boundary of the park to a Point L where the rear lot line of the property at 301 Raymond Ave. intersects with the park boundary; thence east to Point M at the southeast corner of the property at 407 Raymond Ave.; thence north to Point N at the northeast corner of the property at 407 Raymond Ave; thence east along the southern edge of Raymond Avenue to a Point O opposite the southeast corner of the property at 410 Raymond Ave; thence north to Point P at the northeast corner of the lot at 410 Raymond Ave; thence east along the rear lot lines of the properties at 411 through 417 Hume Avenue to Point Q at the southeast corner of the property at 417 Hume Ave.; thence north to Point R directly across Hume Avenue from the northeast corner of the property at 417 Hume Ave; thence west along the north edge of Hume Avenue to Point S at the southeast corner of the property at 416 Hume Ave; thence north to Point T at the northeast corner of the property at 416 Hume Ave; thence west along the rear lot lines of 415 and 417 Clifford Avenue to the southwest corner of 415 Clifford Avenue, Point U; thence north along the property line between 413 and 415 Clifford Avenue to a Point V directly across Clifford Avenue from the northeast corner of the property

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at 413 Clifford Avenue; thence west to the southeast corner of 408 Clifford Avenue, Point W; thence north along the property line to Point X, the northeast corner of the property at 408 Clifford; thence west along the middle of the block to Point Y at the southeast corner of the property at 321 La Verne Ave.; thence north to Point Z at the northeast corner of 321 La Verne Avenue; thence east to point AA on the south side of La Verne Avenue directly opposite the southeast corner of the property at 322 La Verne Avenue; thence north to point BB at the northeast corner of the property at 322 La Verne Ave; thence west to Point CC at the southeast corner of the property at 321 Ashby Street; hence north to Point DD, directly across Ashby from the northeast corner of the property at 322 La Verne Ave; thence west along the north side of Ashby Street to Point EE, directly across Ashby from the northwest corner of the property at 205 Ashby Street; thence south to a Point FF at the southwest corner of the property at 205 Ashby Street; thence west along the rear lot lines to the northwest corner of the property at 200 La Verne Ave., Point GG; thence south to a point HH directly across La Verne Ave. from the southwest corner of 200 La Verne Ave.; thence east to the northeast corner of the property at 201-201A La Verne Ave., Point II; thence south along the eastern property line of 201 La Verne Ave. to a point, JJ, where that line intersects with the north side of Clifford Ave; thence west along the north side of Clifford Ave. to a Point KK, directly opposite the northwest corner of the property at 117 Clifford Ave.; thence south along the western property line of 117 Clifford Avenue to a point, Point LL, at the south west corner of the property of 117 Clifford Ave.; thence west along the rear lot lines of 106-116A Hume Ave. to a Point MM at the northwest corner of the property at 106 Hume Ave; thence south to a Point NN directly across Hume Ave. from the southeast corner of the property at 106 Hume Ave; thence east along the south side of Hume Avenue to Point OO at the northwest corner of the property at 111 Hume Avenue; thence south along the property line of 111 Hume Ave to the southwest corner of the property, Point PP; thence east along the rear lot lines to the northeast corner of the property at 112 Raymond Ave, Point QQ; thence south along the lot lines to the southeast corner of the property at 112 Raymond Ave, Point RR; thence west along the north side of Raymond Ave. to a Point SS opposite the northwest corner of the property at 103 Raymond; thence south along the western property line of 103 Raymond to a Point TT at

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the southwest corner of that property; thence west along the north property lines of part of 104 East Randolph and of 215 Mount Vernon Avenue, to a point across Mount Vernon Avenue directly opposite the northwest corner of the property at 2705 Mount Vernon Avenue, point UU; thence south along Mount Vernon Avenue to a point VV, directly opposite the southeast corner of the intersection of Stewart and Mount Vernon avenues; thence east along the south side of Stewart Avenue to a Point WW at the northwest corner of the property at 105 Stewart Avenue; thence south to Point XX at the southwest corner of the property at 105 Stewart Avenue; thence east along the rear property lines of 105-111 Stewart Avenue to the southeast corner of 111 Stewart Ave., point YY; thence south along the eastern property line of 210 Mt. Ida Ave. to the southeast corner of that property, point ZZ; thence northeast along the north edge of Mt. Ida Avenue to a point opposite its intersection with Mt. Vernon Avenue, Point AAA; thence south along the west side of Mt. Vernon Avenue to Point BBB, the northwest corner of the intersection of E. Uhler and Mount Vernon Avenues; thence west along the north side of E. Uhler Ave. to Point CCC, at the southwest corner of the intersection of West Uhler Avenue and Commonwealth Avenues; thence south along the west side of Commonwealth Avenue to Point DDD, the southeast corner of the intersection of Wyatt and Commonwealth Avenues; thence east along the northern property lines of the property at 2311 Commonwealth Avenue and 4-8 E. Del Ray Avenue to the northeast corner of the property at 4-8 East Del Ray Ave., Point EEE; thence south along the eastern property line to the southeast corner of the property at 4-8 East Del Ray Ave., Point FFF; thence west along the north side of East Del Ray Avenue to a point on the west side of Commonwealth Avenue, CGG, directly opposite the northeast corner of the intersection of East Del Ray and Commonwealth Avenues; thence south along the west side of Commonwealth Avenue to the point of origin.

BOUNDARY JUSTIFICATION

The Town of Potomac Historic District contains the majority of the historic buildings remaining in reasonable contiguity within the borders of the original town. An effort was made to include as much of the original territory of the town as retained its integrity. The commercial area included along Mt. Vernon contains a variety of resources dating from 1895 to 1941, encompassing

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styles from Italianate townhouse to Moderne. The residential areas include both single and multi-family housing and styles from modified Queen Anne to Tudor Revival.

Erosion of the historic fabric has occurred on some of the edges of the town, notably the triangle north of Uhler and west of Mt. Vernon, where the school has been replaced and a new library, recreation center, and park built; the large office building housing the Alexandria Human Services Department and the area immediately behind it have been excluded as too altered or too recent. The area to the east of Mt. Vernon Avenue north of the apartment building at 2701-2705 Mt. Vernon Avenue has been redeveloped part-way into the blocks, and that area has been excluded; The Waverly Taylor area, north of Clifford Ave. and west of the railroad right-of-way was developed after 1941, as was the majority of the Oakville Triangle, the area northeast of the Railroad right-of way bordering on Calvert, Swann and Fannon Avenues. The Oakville area is largely industrial, and is accessed via Route 1.

UTM References - continued

E 18/321940/4299000

F 18/320840/4298900

G 18/321020/4299420

H 18/321230/4299440

I 18/321200/4299680

J 18/321400/4300080

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PHOTOGRAPHS

All photographs are of:

TOWN OF POTOMAC HISTORIC DISTRICT
City of Alexandria, Virginia
DHL FILE # 100-136

1. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 122, 124 Randolph Avenue, view looking northwest
NEG. NO.: J-17-19
FILE NO: DHL 100-136
PHOTO 1 of 11
2. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 119, 121 Clifford Avenue, view looking southeast
NEG. NO.: S-14-19
FILE NO: DHL 100-136
PHOTO 2 of 11
3. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 303, 301 Clifford Avenue, view looking southwest
NEG. NO.: J-17-24
FILE NO: DHL 100-136
PHOTO 3 of 11
4. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 201 Hume Avenue, Gibson's Korner Store (sic.), view
looking southeast
NEG. NO.: J-16-3
FILE NO: DHL 100-136
PHOTO 4 of 11
5. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 212 East Bellefonte Avenue, example of Newesta
2-family building, view looking north
NEG. NO.: S-9-7
FILE NO: DHL 100-136
PHOTO 5 of 11

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6. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 2213 Mount Vernon Avenue, AirPac building, view
looking southeast
NEG. NO.: 8-23
FILE NO: DHL 100-136
PHOTO 6 of 11
7. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 2707 DeWitt Avenue, view looking east: Gold Bond
Portable Chapel
NEG. NO.: 15-2
FILE NO: DHL 100-136
PHOTO 7 of 11
8. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 2401 Mount Vernon Avenue, Potomac Trust Co.
Building, view looking northeast
NEG. NO.: A-10-8
FILE NO: DHL 100-136
PHOTO 8 of 11
9. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 213 East Windsor Avenue, Potomac Fire Department
and Town Hall, view looking south
NEG. NO.: 8-12
FILE NO: DHL 100-136
PHOTO 9 of 11
10. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 209 East Del Ray Avenue, Abundant Life Church, view
looking northeast
NEG. NO.: A-9-12
FILE NO: DHL 100-136
PHOTO 10 of 11

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National Park Service**

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Section number _____ Photo 73
Page _____

11. CREDIT: Susan Escherich
Date: 1990
Negative Filed: 1308 Namassin Road, Alexandria, VA 22308
VIEW OF: 210 East Howell Avenue, view looking north
NEG. NO.: A-1-13
FILE NO: DHL 100-136
PHOTO 11 of 11

ALEXANDRIA, VIRGINIA



NO SCALE

